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# SKI

## M A G A Z I N E

*Published at Hanover, New Hampshire* Volume 20, No. 2

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### COVER PHOTO

This ektachrome was taken by Willy Bogner himself, and the model is none other than his charming wife, Maria. Willy admits that Hubs Flöter, one of Europe's top fashion photographers, was also pointing a camera in the same general direction. All Willy had to do was to follow suit.

### PHOTO CREDITS

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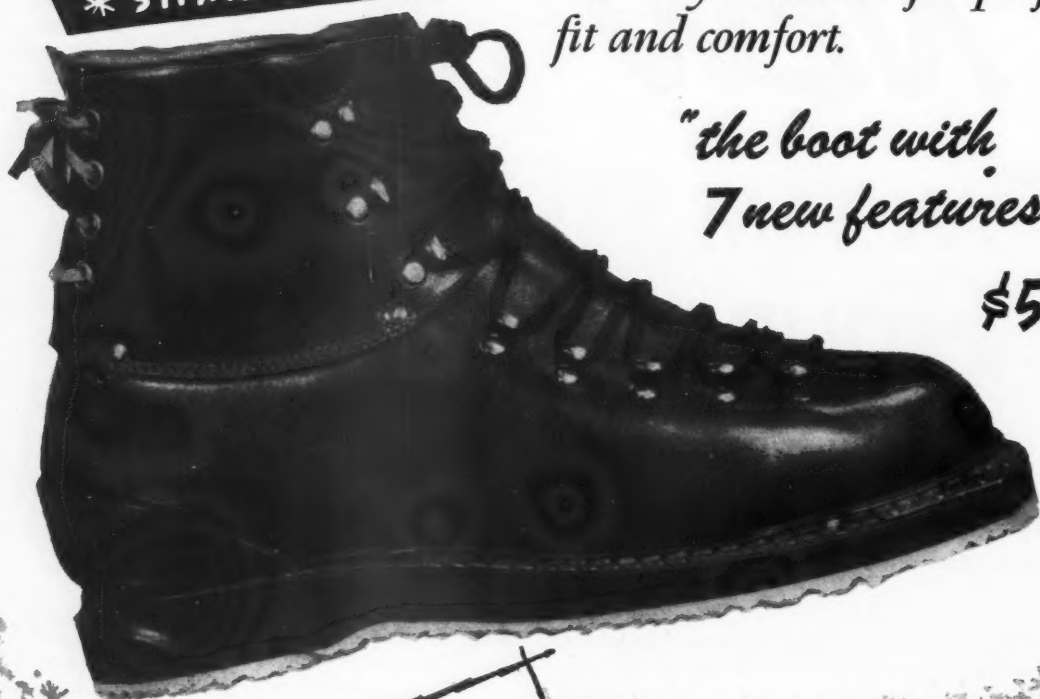
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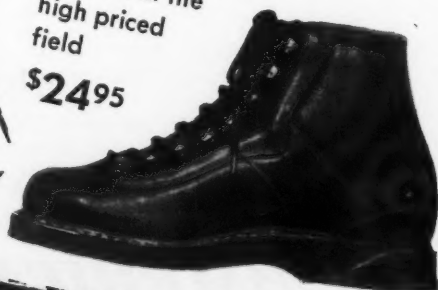
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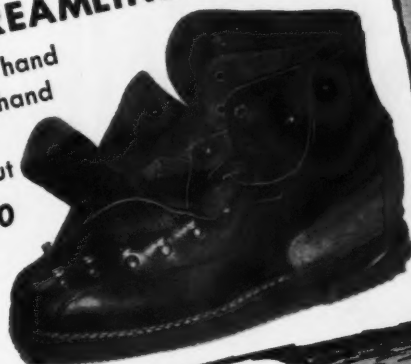


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## LETTERS

### Ski psychology

Sirs:

Last winter SKI published a very interesting article by S. Smith Stevens, a professor of psychology at Harvard University, in which he reported measurements of damping and torsional rigidity for various brands of skis. Stevens made the point that nowadays skis can be built heavy, light, bouncy, stiff, rigid, flexible—just about any way we like. He also pointed out that until we measure the physical characteristics of existing skis, we can't tell whether we want to include them in new skis or not.

As Stevens would be the first to say, measuring the physical characteristics of the skis is only half the story. We want to know how to build skis with the best possible characteristics for skiing—and, of course, skis which lots of people will buy. To do this, we must know what physical characteristics these skis should have. But to find this out, we must measure not only the physical characteristics of the skis, but also the skiing characteristics. It does us absolutely no good to know that brand A has a low damping coefficient unless we also know whether a low damping coefficient is good or bad.

Of course, we already know a lot about how different brands of skis work; just listen in on any after-skiing bull session and you'll notice that everybody knows the answers. But so often skiers disagree. Even the manufacturers, who have a more vigorous need to know the right answers, apparently disagree with each other. Who is right, and how do we find out?

The only way to find out about the skiing properties of skis is to let skiers use the skis and then ask them. This is what we do now. But we do it casually, and the answers we get are distorted and often made meaningless by about a dozen sources of error. Psychologists have studied such errors. Avoiding or correcting them is, in part, the business of a special new branch of psychology called human engineering. Human engineers make a profession of finding out how to design equipment so that people can use it. The armed services long ago found out that a radar set, rifle or any other piece of military gear is no good unless it is designed so that men can use it effectively and easily. The result is that very few new pieces of military equipment nowadays get designed without the services of human engineers.

The same techniques which work on radar sets would work on skis. Furthermore, these techniques are in principle easy to apply. Why hasn't someone done it—in fact, why didn't Stevens do it? The answer, I feel sure, is simply that it costs money. A good job on about eight different brands of skis would require the services of one skiing psychologist (like Stevens or myself); a wife, friends or other assistants; five to eight competent skiers to use as subjects—and, the costly part, a pair of each of the skis to be studied. Total cost: \$300-\$600, depending primarily on how many skis are to be used.

This is expensive compared with what Stevens spent to measure torsional rigidity and damping, but it is dirt cheap compared with the ordinary cost of modern industrial research. Furthermore, if

several ski manufacturers were each to contribute a pair of skis, the cost would be spread around. The results ought to be well worth it. It would be nice to have a really dependable answer about whether Heads or Attenhofers are better on loose powder, whether metal or wood skis are easier to turn with, and half a hundred et ceteras. Who knows? It might even settle a few bull-session arguments—though really that is too much to expect as long as skiers are people. But it would at least provide us with some facts to rest the arguments on.

Head, Northland, Kneissl, Attenhofer and all the others: anybody interested?

WARD EDWARDS, Ph.D.

Denver, Colo.



### Fit to live with?

Sirs:

Thank you for giving us Dr. Hans Kraus' fine article on pre-season conditioning. A group of local skiers ran through the "Are you fit for living, etc." tests recently at my home, and we were all forced to conclude that while we were barely fit to ski, we weren't fit to live in the first place. We have therefore embarked on a program of stretching, straining, bellyflopping and the like, in hope of reviving our back and abdominal muscles.

But while our right to individual existence remains in doubt, our shattered ego protests that even some "fit for racing" individuals have less right to communal existence than we. No skier, after all, is alone on the hill. We therefore suggest that SKI magazine publish tests and a daily regimen that answer to the questions, "Are you fit to live with?" and "ski with" and "race with."

The answer to the first of these questions depends upon various factors such as the relation between the skier in question and fellow skiers—married, unmarried, and the like. Such a discussion is, strictly speaking, concerned with physical attributes beyond the province of a publication such as yours. Yet the question, "Are you fit to ski with?" might be answered on the basis of a test such as the following:

1. Fill one sitzmark hole and sidestep over the hole. Repeat ten times daily.
2. Pluck large twig from woods, insert in snow near projecting rock or stump invisible from above. Repeat as often as necessary.
3. After new snowfall, sidestep 100 feet of snow at side of trail next to woods. Repeat during each run.
4. If you are skiing ahead, stop soon in order to observe and applaud your companion's performance; if you are behind, don't make him watch your descent by waiting until he stops.
5. If you must break a leg, do it at the bottom of the hill, and when your friends have gone.

Other exercises developing lift-line courtesy and curing schussbumania and other ills might round out the list.

H.L.

Boston, Mass.

SKI, NOVEMBER, 1955



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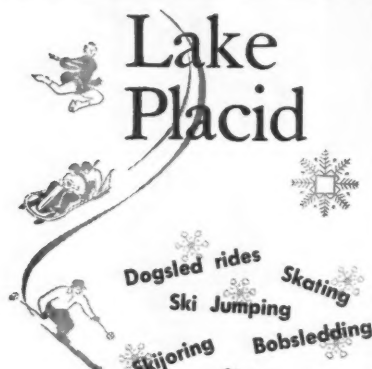
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# SKI NEWS from NEW YORK



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## EDITORIAL by BILL ELDRED

ON JANUARY 26, 1956, the Seventh Winter Olympic Games will open at Cortina d'Ampezzo, Italy, with the lighting of the traditional Olympic flame. Skiers from some thirty nations will compete for world honors in downhill, slalom, cross-country and jumping, among them six American girls and twenty-eight American men. The United States is sending the strongest team ever, and the Europeans are looking for tough competition indeed from the American contingent. In the history of Olympic ski events the United States has won three gold medals, all by girls. Recent world competition has shown, however, that the American men are also capable of winning times in the alpine events. Certainly we would not be Pollyannas in hoping for some high placements by our eight-man alpine squad. The American girls, as odd-on favorites, have perhaps a tougher role to play, but we are confident of their success.

In the face of traditional Scandinavian strength in the jumping, cross-country and classic combined events—and this year, of strong Russian competition—our nordic squad will be in the long-shot class. The only time that an American has placed in the top ten in a nordic event was when little Gordie Wren soared to fifth place in the 1948 Olympic jump. With everything to gain, we look for a good showing by our nordic team. To the entire squad—competitors, trainers and managers—we wish godspeed and good luck.

We also record our admiration of all who have worked hard and unselfishly to make American participation in the Winter Olympics possible. Individuals, communities, ski clubs and businesses have raised over \$30,000 for the Olympic Ski Fund. This is a fine record, but there is still a long way to go to reach the \$53,000 goal. John Clair, chairman of the U.S. Olympic Ski Games Committee, and the two spark plugs of the Ski Games Fund Raising Committee, Lowell Thomas and Roger Langley, have all expressed their appreciation for the fine efforts made by skiers to date. Clair points out, however, that much remains to be done if America is to be represented by a well-equipped and well-trained team. The alpine squad is being sent to Europe during the first week in December so that it can get the same training and conditioning which European squads enjoy. This means additional expense.

This is largely the responsibility of you American skiers. We hope you will contribute generously, whether through your ski club or directly to the U.S. Olympic Ski Games Committee, c/o Roger Langley, Box B, Barre, Mass.

ON SEPTEMBER 14, in the remote sub-Arctic regions of the Canadian Northwest Territories, Arthur Roy Moffatt died of exposure after his canoe overturned in rapids in the Dubawnt River. Art was editor of SKI from November, 1950, to June, 1952; he brought to the job a warm humor as well as his experience as a lifetime skier. When he turned to exploration, he was able to call on his skills as artist, photographer and writer to enrich the lives of us, his less adventurous friends. To his widow and two young daughters, we extend our sympathy.

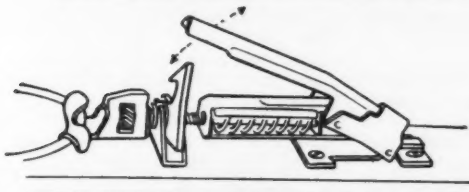
Facing danger, not foolhardily, but skillfully; traveling to wilderness areas, not to contend with nature, but to live with and understand it; building a life of adventure, not for adventure's sake, but for the sake of knowledge—such was Art Moffatt.

In 1951, when recording the accidental death of the great Swiss mountaineer, Otto Furrer, Art wrote words which are hauntingly appropriate for his own epitaph: “. . . it was altogether fitting that . . . [he] should spend his final hour in the center of his elements. He is gone and his passing leaves a gap. We grieve.”



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Stein Eriksen  
DESIGN DIRECTOR



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# Newsletter...

The American men's and women's Olympic alpine squads will leave soon after the first of next month to commence training for big international races in Europe during January: the Lauberhorn in the Bernese Oberland, Switzerland, then the Hahnenkamm at Kitzbühel, Austria. These races will be as bravely contested as the Olympics themselves. . . . One competitor must be dropped from the men's alpine squad in January, since the International Olympic Committee has limited the size of teams in the various events to eight members. It is expected that all nine men will make the trip, however; the armed services will supply transportation for at least three Olympians now in uniform. . . . Approximately \$30,000 has been raised for the Olympic Fund, according to JOHN CLAIR, chairman of the U. S. Olympic Ski Games Committee. Since one competitor and the post of general manager have recently been dropped from the American contingent, the budget has been lowered from \$56,000 to \$53,000; yet a major effort will be necessary to reach even the lesser goal. . . . The hardest choice BOBO SHEEHAN, U. S. alpine coach, will have to make, is which four team members to enter in each event, since only four may compete. Should he let the best four skiers enter all three events, or should he give all eight a crack at Olympic honors? . . . The cross-country and classic combined teams will be selected next month in try-outs at Walla Walla, Washington. . . . Jumper ROY SHERWOOD's polio attack was non-paralytic, and he will keep his slot on the jumping team.

The Canadian Amateur Ski Association has submitted to the Canadian Olympic Association the following roster for the Canadian Olympic Ski Team: jumping, JACQUES CHARLAND; cross-country, CLARENCE SERVOLD; classic combined, IRWIN SERVOLD; and in the alpine events, ANDRE BERTRAND, LUCILE WHEELER, CARLYN KRUGER, GIGI SEGUIN, MONIQUE LANGLAIS, ANNE HEGGTVET, ART TOMMY and ANDY TOMMY. The last four competitors mentioned are now recovering from injuries and were appointed provisionally, their fitness to be established at a training camp at Mont Tremblant, P.Q. next month. Alternates for the alpine teams are CLAUDE RICHER, HALVOR SELLESBACK and LUCIEN LAFERTE. The CASA, incidentally, will send its team abroad on a budget of \$10,000.

AVERY BRUNDAGE, president of the International Olympic Committee, stated recently that Squaw Valley preparations for the 1960 Olympics will be up for IOC approval in January. Meanwhile, allocation of \$32,500 by the California Olympics Commission, which supervises the expenditure of \$1 million voted by the State of California, has launched intensive engineering and architectural planning and

surveying there. Among experts at Squaw is M. SAINT-CALBRE, international authority on bobsled courses. Squaw Valley manager ALEXANDER C. CUSHING is confident that all preparations can be completed well in advance, in spite of the short construction season in the Tahoe area.

HERBERT SCHNEIDER, head of the North Conway Ski School, is visiting St. Anton, Austria, on business and pleasure; so is FREIDL PFEIFFER, co-director of the Aspen Ski School and coach of the women's Olympic team. . . . Engaged at Stowe, Vt.: DICK HOOD of Topnotch and INGER JORGENSEN, pretty Norwegian Olympic skier. . . . BARBARA RHODES, star of "Ski Crazy" (see page 24), began her career as a legal secretary, then branched out into modeling and television commercials. She occasionally teaches skiing at California resorts and holds an FWSA class B card. . . . New manager of the Santa Fe Ski Basin is A. C. "BUZZ" BAINBRIDGE of Farmington, N. M. The chair lift there has been overhauled, a new rope tow has been installed on the beginners' slope, two new trails have been cleared of slash and restaurant seating capacity has been tripled.

Eastern area operators held two big powwows recently: New York State's tenth Annual Winter Sports Forum at Snow Ridge, Turrin, N. Y. on Saturday, October 22, and New England's tenth Winter Conference the following Monday and Tuesday in Hanover, N. H. . . . The Eastern Slope

Inn at North Conway, N. H. has been purchased by GLENWOOD J. SHERRARD and DANIEL J. O'BRIEN, both past presidents of the American Hotel Association. SHERRARD is currently president and managing director of the Parker House, Bellevue and Lincolnshire hotels in Boston. Extensive modernization of the famous inn is planned. . . . STEIN ERIKSEN will return to Boyne Mt., Mich., this winter as head of the ski school. The new addition to the Boyne Mt. Lodge features thirty-two rooms with private bath and a cocktail lounge.

The Seattle Junior Chamber of Commerce will hold its first annual winter carnival on the third and fourth of this month at the Civic Ice Arena. Proceeds will help support the Seattle Jaycee Racing Team for promising young skiers. The carnival will feature ski jumping and slalom exhibitions. . . . Rebel Ridge at Big Bear Lake, Calif. now has four tows (including one 1,000 feet long and serving a thirty-five degree slope) and a ski school headed by ED HEATH (for news of new lifts in California, see pp. 58 ff.). All the runs at Rebel Ridge are named after Civil War battles—Bull Run, Wilderness, etc. (an interesting addition to "Naming Runs," which begins on page 42). . . . The fourth Annual National Winter Sports Show (a trade show, not open to the public) will be held at the Hotel McAlpin in New York City from May 13 through May 18, 1956.

SKI correspondent JILL KINMONT reports: DOROTHY MODENESE and DON SURGENER married; NANCY BANKS and LOY ANN MCGEE studying in Vienna; MARVIN MELVILLE and KEN LLOYD, now in the army, stationed at Fort Ord, Calif.; DICK BUEK leaving for Europe next month, after cracking up two airplanes this summer; DODIE POST selling real estate at Squaw Valley.

New product notes: Plastic monogram initials—black with white lettering—for ski identification are now available through many ski shops. Manufactured by Mt. Mansfield Ski Club president CHARLIE DALY of Stowe, Vt., the plastic letters are backed with a cement which sticks permanently after being moistened with acetone (nail polish remover or film cement). . . . Beau Monde, 469 Beacon Street, Boston 15, Mass. offers a Christmas card designed especially for skiers. . . . For only \$1.00 you can purchase a set of 101 different postage stamps picturing sports all over the world—including skiing—from H. E. Harris & Co., 1158 Transit Building, Boston 17, Mass., world's largest dealer in stamps for collectors. The stamps may be attractively displayed in many ways—placed under glass on a cocktail table, for example. . . . Spe-De-Way Products Co., 3639 N. Columbia Blvd., Portland 17, Ore. offers a free can of Ski-Lac to any ski club president on request.

## COMING

in the December issue of **SKI**

### 109 MILES PER HOUR!

Ralph Miller's own story of how he skied faster than any other man before him—jotted down in the form of a journal addressed to his parents—dramatically conveys the suspense, immediacy and perils of the challenge he faced at Portillo. It is certain to be regarded as one of the most remarkable documents in the literature of skiing.

### SAFETY BINDINGS

All about the latest bindings on the market, and about some still on the drawing boards—together with the third in a series of **SKI** equipment directories.

### NEW LIFTS IN THE EAST

In this issue, the resort section covers the west. In the December issue, new lifts and other improvements at eastern areas will claim attention.

### AIR GUIDE TO EUROPE

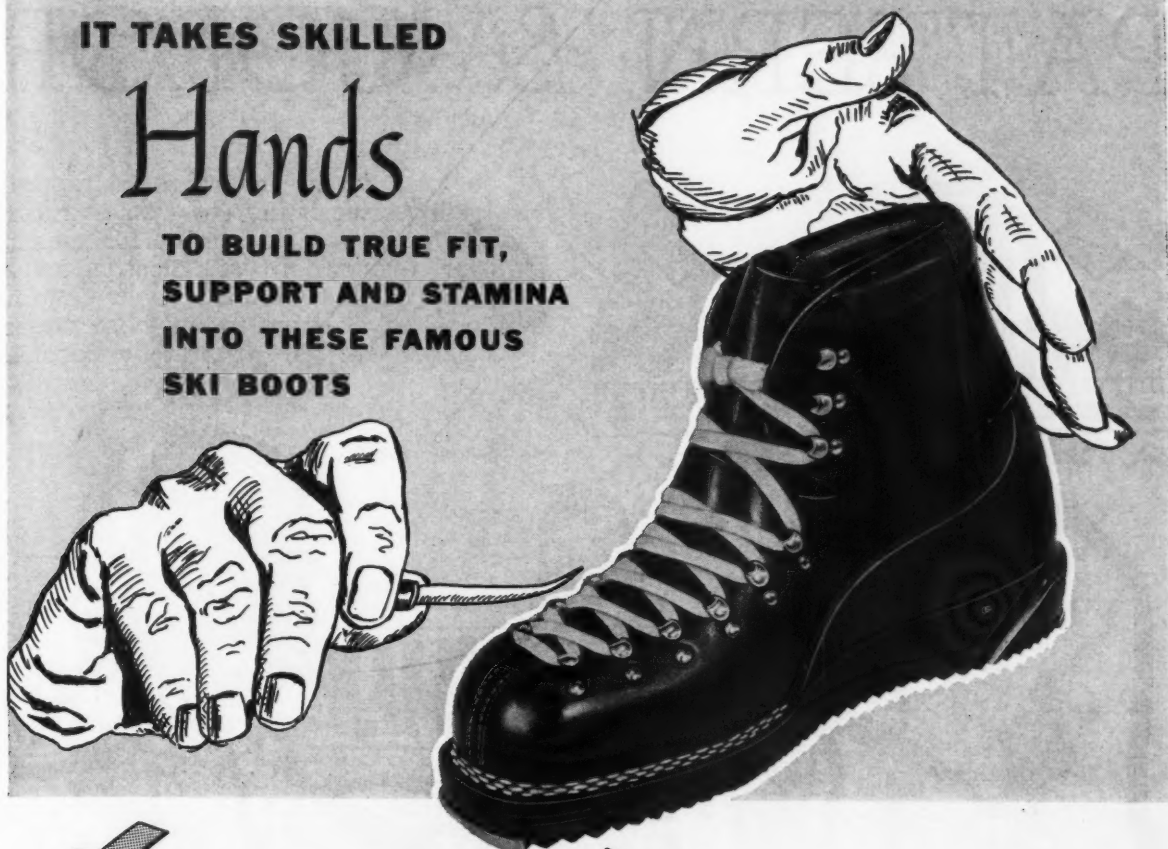
The latest news on tours, air travel and European resorts.



IT TAKES SKILLED

# Hands

TO BUILD TRUE FIT,  
SUPPORT AND STAMINA  
INTO THESE FAMOUS  
SKI BOOTS



## NORDICA'S NEW MODELS

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By Italian Master Craftsmen



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- New comfort with 2-level hard support built on the outside

\$52.00

- THE NEW ZENO COLO OLYMPIC
- Superb support and stamina

\$47.50



- THE NEW ALPINA
- Nordica's popular-priced "double" boot

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- THE NEW SESTRIERE
- With fluid hinge action. Tops in this price class

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EXCLUSIVE DISTRIBUTORS OF AUTHENTIC SKI EQUIPMENT

# PATTERN & COLOR

At the big races last spring, at least six of the top women racers showed up in red ski pants. This season, skiers everywhere will blossom out in the bright colors and bold patterns sampled on these pages.

Caps by Beconta.



Blue Bird yoke pattern and tricolor stripe on white, pink or maize nylon. Calypso by Slalom, \$15.00



In scarlet, mint green, navy, charcoal or white. Tyrolean Jacket by Carter & Churchill, \$11.95



Horizontal trim contrasts with handsome vertical rib, zipper front. Chamonix Jacket knit for Porath & Magneheim, \$12.00

# in PARKAS & PANTS

Traditional V trim in two contrasting colors on this very practical parka by Sun Valley, \$17.95

Male conservative favors natural-color Bushcoat by Carroll Reed, imported sweater and sealskin after-ski boots by Anglo-Scandinavian



Colorful belted jacket with knit neckline shows Italian influence, is reversible to black nylon. White Shadows by White Stag, \$12.95





HERE SHE comes, Miss Fashion of 1956. Wearing pants variegated and versatile as a harlequin's tights. Better not attempt this stunt, though, unless you're dressed in Bogner pants with that one-way s-t-r-e-t-c-h







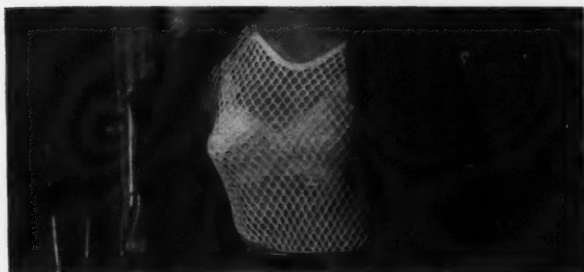
Sun Valley Continental parka, \$17.95, features Tyrolean braid, carryall pouch



Striped parka by Irving of Montreal is stylish, colorful in ice blue and black



Striking ladies' Moulin Rouge pullover in black and red by Mont Blanc, \$27.50



Traditional Norse *brynja* air-net T-shirts form insulating pockets of air, are extremely warm under windproof garments. Exclusive U.S. manufacturer is Norwegian-American Knitting



Red poncho, mukluks



Custom-made pants, jacket to match by Kaltensbrunner, Davos



Sun Valley clothier Pete Lane and top skimeister Sigi Engl (chalking) pose models in Edelweiss pants, Gresvig sweaters

SKI, NOVEMBER, 1955



Earle Dwelly Town Shop at North Conway, N. H. features ladies' practical Mt. Washington Alcan parka-jackets

# THE EASTERN SLOPE

## REGION OF NEW HAMPSHIRE



Herbert Schneider—  
Peter Besh Photo

- With almost 30,000 feet of uphill transportation, the Eastern Slope Region of N.H. offers skiers superb skiing, variety and real fun. In the region are: Black Mt. T-Bar . . . Thorn Mt. Chairlift . . . the new Pomalift at the Intervale Ski Area . . . fabulous Tuckerman's Ravine . . . the unique Skimobile on Cranmore Mt. . . . and the brand new double chairlift on the East side of Cranmore Mt. Whether tyro, intermediate or expert, you will find the perfect slopes for you in the Eastern Slope Region of New Hampshire.
- Plan to come to the Eastern Slope Region for your ski vacation. There is a wealth of comfortable, friendly ski lodges offering ideal accommodations to fit every pocket book. (For details, see the *Where-To-Stay Directory* in this issue)
- Expert instruction is available throughout the region for skiers of all ages and skill. The Eastern Slope Region, home of the Hannes Schneider Ski School on Cranmore Mt., and of Arthur Doucette's Jackson Ski School, is the perfect place for the whole family to attend ski school. Whether you prefer group or individual instruction, you can be sure of getting the best at very moderate rates.
- And don't forget those after-ski hours. If it is friendly fun you are looking for, as well as superb skiing, the Eastern Slope Region of New Hampshire is the place for you.

For Eastern Slope Region information and your free copy of the "Regionnaire", write: Eastern Slope Region, Inc., North Conway, N. H.

THE EASTERN SLOPE REGION of New Hampshire has fine accommodations, shops, services and recreational facilities.

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JACKSON

Earle Dwelly Ski Shop  
NORTH CONWAY

Tom Harris Ski Shops  
NORTH CONWAY

Robbins & Koln Dept. Store  
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No. Conway Loan & Banking Co.  
F.D.I.C.  
NORTH CONWAY

Tom Harris Taxi &  
Drive Yourself Service  
NORTH CONWAY

Yield House Gift & Craft Shop  
NORTH CONWAY

CONWAY  
Presidential Inn

NORTH CONWAY  
Eastern Slope Inn

Cranmore Inn

INTERVALE

Idlewild  
New England Inn  
Crystal Hills Lodge & Ski Dorm

JACKSON

Christmas Farm Inn  
Spruce Mt. Lodge

The Hawthorne

Thorn Hill Lodge

Pinkham Notch Inn Dana Place

Whitneys' in Jackson, N. H.

PINKHAM NOTCH (GORHAM P.O.)

Appalachian Mt. Club Pinkham Notch Camp



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 "Sensation of the Season"

The <b>RACER</b>	\$47.50
<b>ZERMATT</b>	39.50
<b>PARSENN</b>	29.95
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 Ask for Free Folder S-1



# The Long Wait

Stan Harwood, 18, of McCall, Ida. takes a deep breath and thinks about the finish line

*Photographs by* ERNIE BEYL

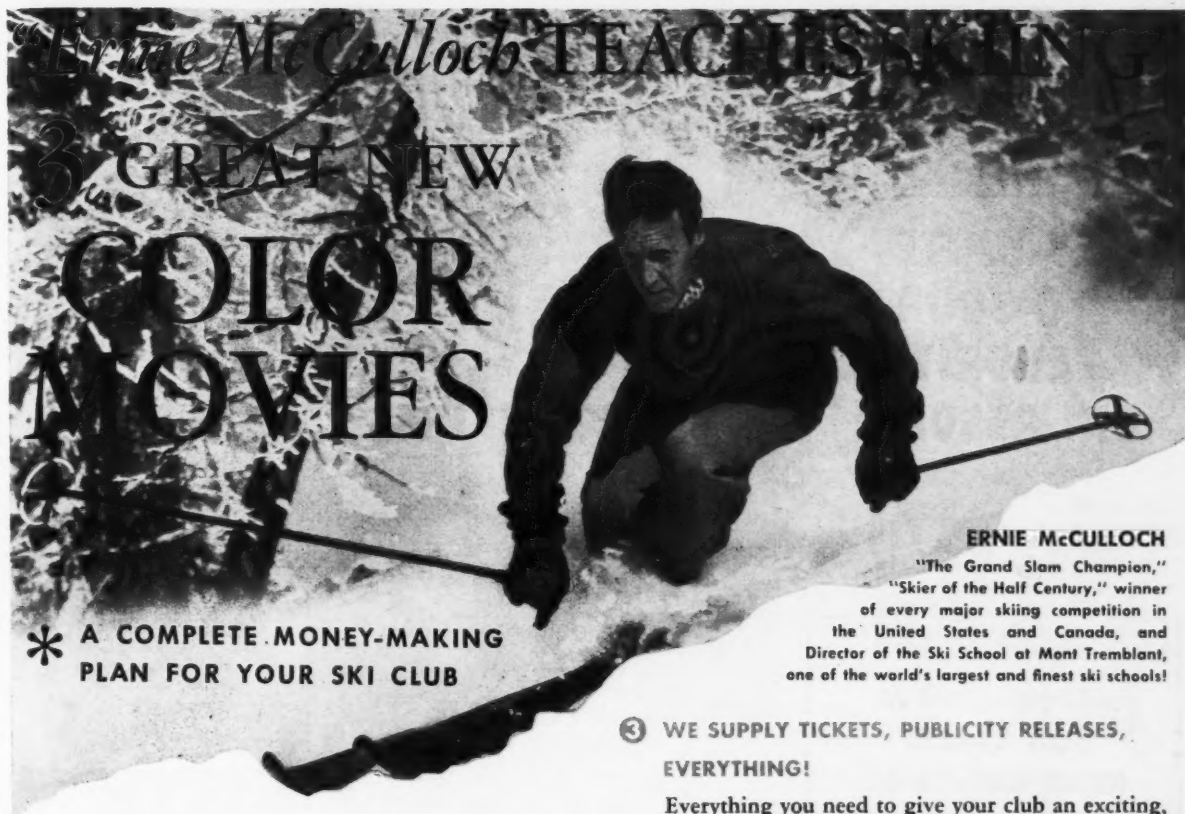
Before a downhill, suspense is nearly unbearable

**A**T SUN VALLEY early last April when sixty-six juniors—four boys and two girls from each of eleven western states—came to compete in the annual American Legion Junior Championships, photographer Ernie

Beyl saw a matchless opportunity to shoot the most exciting aspect of big-time competition: not what happens during and after the race, but before it . . . the tense preparations, the agony of waiting, the anxious hope

and trepidation under the brave smiles and bright chatter . . . the excitement of racing intensified by the youth of the participants. Part of what Ernie's Rolleiflex saw is recorded on the following pages.





**Ernie McCulloch TEACHES SKIING**

**3 GREAT NEW COLOR MOVIES**

**\* A COMPLETE MONEY-MAKING PLAN FOR YOUR SKI CLUB**

**ERNIE McCULLOCH**  
 "The Grand Slam Champion,"  
 "Skier of the Half Century," winner  
 of every major skiing competition in  
 the United States and Canada, and  
 Director of the Ski School at Mont Tremblant,  
 one of the world's largest and finest ski schools!

**1 SHOW 3 GREAT NEW COLOR MOVIES!**

"Ernie McCulloch Teaches Skiing" in three half-hour parts—Part I for beginners, Part II for intermediates and Part III for advanced skiers. Show them at three consecutive meetings. Filmed on breathtaking Mont Tremblant in brilliant color, these are brand-new and the finest instructional films ever made, with step-by-step demonstration by Ernie McCulloch. Complete instruction and music on sound track.

**2 SELL ERNIE McCULLOCH'S NEW BOOK!**

"Learn To Ski" by Ernie McCulloch is a complete handbook of skiing instruction. 135 pages with more than 100 action photographs! Just show it to your members. It sells itself—at 75c a copy. Your club makes the profit!

**3 WE SUPPLY TICKETS, PUBLICITY RELEASES, EVERYTHING!**

Everything you need to give your club an exciting, profitable season comes to you complete! You can put this plan into operation quickly and efficiently without spending long hours working out details, worrying about its success!

**4 WE TELL EXACTLY HOW MUCH MONEY YOU CAN MAKE—AND EXACTLY HOW TO MAKE IT!**

You'll make a profit showing each of the three movies and a profit on every copy of the book you sell! The rental fee for all three movies is approximately what you expect to pay for just one movie! And profit on the book is high, too! We'll tell you what to charge, how to attract a large audience, how to sell extra copies of the book!

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SKI RESORT!**



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Why waste precious time traveling when your favorite ski center is just hours away via fast, comfortable United Mainliners? And it's not only fast, but economical, too. Fares are often lower than First Class rail with berth. Make your reservations today on United Air Lines . . . the main airline to America's top Ski Resorts.

For reservations and complete information call your travel agent.



## The Long Wait continued

In warming hut, hours before the start, brushes are dipped in wax melted on primus stove and skis are meticulously step-painted



Olympian Bud Werner gives pep-talk to 14-year-old brother Loris. Advice goes unheard; only reassurance helps

Light rubdown keeps leg muscles relaxed before the take-off. Kids also do stretching exercises and lie down on benches and tables



One boy valiantly attempts a joke, while another pretends to relax; it's hard to be casual when your heart is hammering

Taping or tying pants cuts down wind resistance, may clip a precious second or two from this boy's time



Boots are laced with special care. After a walk around the room, they are loosened or tightened again



Cathy Zimmerman of Reno, Nev. gives recently filed edges a careful last-minute check for loose screws

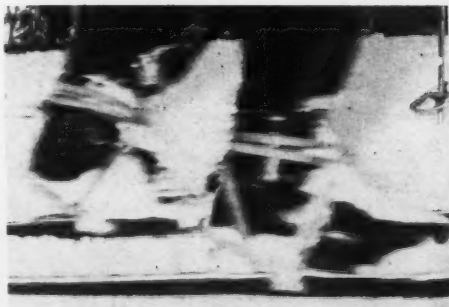


Longthongs: back and forth across the heel, pull hard, around the ankle twice, over the instep twice, pull tight and fasten



Goggles can "steam up" while you wait around the start; here a youngster lets cold air in between face and lenses

Sliding skis back and forth gets rid of nervous tension as well as ice crystals clinging to slick bottoms



SEVEN NEW ALL-EXPENSE

# SAS EUROPEAN SKI HOLIDAYS



**AUSTRIA  
SWITZERLAND  
GERMANY  
NORWAY  
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as low as

**\$684.00**

Fly overnight from New York or via the polar route from Los Angeles on an S-A-S DC-6B to the deep powder snows of Europe's top ski centers. Your choice of six independent tours, plus Warren Miller's personally conducted Third Annual Ski Tour leaving New York February 25. Trips from 16 to 24 days or longer.

Family Plan—when husband and wife travel together, there is a straight reduction of \$200. for the wife's ski trip. Same savings for children 12 through 25.

**GO NOW—PAY LATER**, if you wish, on S-A-S Signature Travel Plan.

SEE WARREN MILLER'S newest film "Invitation to Skiing" now being shown throughout the U. S.

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for new S-A-S Ski Folder or write



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- ☐ 1956 Ski Folder  
☐ Family Plan  
☐ Pay Later Plan





A toast by Charles Graziano, Sally Neidlinger, Darrell Robison, Jim McConkey, Barbara Rhodes and Jim Shane

# Hollywood goes 'SKI CRAZY'

*Photographs by H. L. VAN PELT*

**H**OW CAN skiers be so crazy? That's the question the eminent French psychiatrist, Pierre Jalbert, seeks to answer in the new Hollywood comedy. Jalbert, of course, ends up slightly loony himself. Add the predicament of Jim McConkey, who has fallen behind on installment payments for his ski vacation . . . the mania of Darrell Robison, who prefers skiing to sheing with lovely Barbara Rhodes . . . exciting deep-powder skiing by Sally Neidlinger and other former Olympians . . . and you have a most entertaining show.

Darrell Robison eludes bill collector played by Johnny Ferraro, who actually is stalking McConkey with his fish net



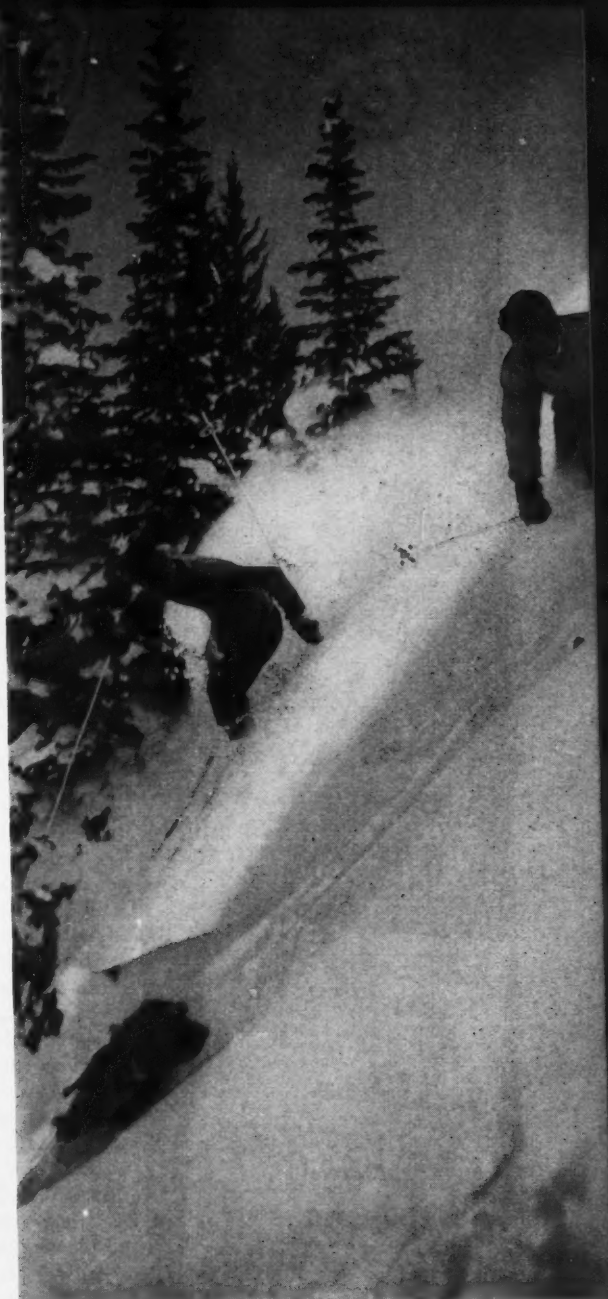


**Dr. Jalbert, the psychiatrist, believes buying all equipment and reading books will make him an expert in short order**

**Barbara Rhodes sets alarm clocks for her fiance, Darrell Robison, who always wants to be the first skier on the lift**



SKI, NOVEMBER, 1955



**McConkey and Sally Neidlinger lead a merry chase down steep powder slope on location at Alta, Utah**

**Frustrated bill collector is foiled again after wild pursuit in Sno-Cat**



# Ankloons

make those  
Ski Boots fit snug



makes any Ski Boot  
a pump-up Boot

## Ankloons

Scientifically designed and guaranteed to make all ski boots fit perfectly! Air pressure fills out the boot and even loose fitting boots now hug your heel!

## Ankloons

provide air-cushioned comfort just where you need it in seconds. You control the exact degree of tightness at all times! No blisters, chafing or cold feet!

## Ankloons

save lacing and unlacing boots all day long. Simply pump up or deflate without removing mitts in freezing weather. Ski tested and approved by experts, Ankloons provide warm air-insulation and shock absorption, too!

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sturdily constructed of rugged vinyl, equipped with fool-proof mechanical valves are based on soundest pneumatic principles. Just pump up Ankloons with specially designed pocket sized pump, supplied with each pair. ONE SIZE FITS EVERYONE.

\$495  
complete



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everywhere, or write . . .

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## Exposure . . . long lenses . . . how to use the Filmo DL I

EVERY WINTER more movie cameras appear on the ski trails. The results must often be painful to the budding cameramen and their audiences, for they obviously know far too little about the task they undertake so joyously. When SKI magazine asked me to contribute an article on making ski movies, it seemed possible to save many disappointments, miles of film, and cold hours of wasted filming effort which might otherwise have been spent in skiing enjoyment. Space limitations demand the assumption that you have studied the basic fundamentals of moviemaking and have had some actual experience.

In choosing the movie camera, three demands must immediately be met: does it have a natural swing when hand-held (good shotguns, tennis rackets and golf clubs also must have this quality); does it "freeze up" easily, as some otherwise good cameras do; does it have an effective turret for three lenses (one fine camera leaves the inner component of one lens exposed to blowing snow and dust in one position)?

My experience is that the Filmo (Bell & Howell) meets these specifications plus all the others that are common denominators in fine cameras. In 1953 we filmed six continuous hours of the two runs of the North American slalom on Mt. Mansfield, Stowe, Vt., when it was thirty-three below zero, with a stiff wind. The Filmo was the only camera of several kinds we used that did not freeze; one froze within five minutes. The Filmo has a built-in swing and a fine turret for three lenses.

Which is better, magazine or 100-foot roll camera? Magazine has instant reloading, a fine aid for cold, windy days. It has a crucial disadvantage, however: its spring runs only half as long. Also, magazine film is more expensive. I use the magazine camera only on very cold,

windy days, when quick reloading means more. The magazine camera is lighter to carry, but the magazine film is much heavier; so if much film is packed, there is no advantage in weight. The film is carried on my back in a rucksack. For many years I have used only outdoor Kodachrome color film and Cooke lenses, both of which have proved quite satisfactory.

A tripod is a wonderful aid, wherever feasible, since pictures must be as rock-steady as possible. Unfortunately, most ski action shots must be hand-held, as no setting of a tripod can follow evenly the slanting downward run of a skier. I have compromised by mounting my camera on a ski-pole, and occasionally skiing with a camera mounted on each pole. With a camera on one pole, you can ski anywhere with minute-man readiness, and vertical steadiness can be gained by using the pole as a unipod in non-action shots; since lateral stability is easier to maintain than vertical stability, this unipod effect is important. Continually I am asked about spills, but over many years I have never spilled in a way that hurt the camera or lenses.

Lenses are important and often misunderstood. The common loss of steepness in ski films can be corrected by using longer lenses—the two-, four- and six-inch lenses. For years, I have filmed wildlife with the four- and six-inch lenses, hand-held since that was the only feasible way, much as I would have appreciated the aid of a tripod; and I find this ability to hold steady with the four- and six-inch lenses helps in ski films, especially to bring out steepness. This is a two-edged weapon, however, since few people seem able to hold a one-inch (normal) lens steady and the longer lenses are apt to wobble on the screen even more than the extra length would indicate. Slow motion can help to cut this wobble, but this



# IMPROVE YOUR SKI MOVIES

by VICTOR COTY

consumes great quantities of expensive film and is monotonous when overdone.

Do not breathe on lenses to help in cleaning when it is below freezing, as this causes a thin film of ice to form, fogging the picture—and an expensive lens can easily be permanently scratched if cleaned with this ice film present. Entering a shelter often causes condensation, which freezes on emerging. A small item like this can spoil much footage, if unwatched.

On my Filmo DL I often mount three Cooke lenses, sometimes the .7-inch, one-inch and two-inch lenses. The wide-angle .7-inch lens is good for scenic shots, or where the situation is crowded and you can not back away far enough. The approaching skier is small until quite near with this lens, when he goes faster than normal; it also flattens the trail even more than the one-inch lens, so it has limited possibilities. More often I use the four-inch lens in its place on the turret. The six-inch lens can be carried separately, ready to place on the turret whenever the need arises. The one-inch lens is normal and is the one to use most of the time. If you want to try the longer lenses, experiment with each on just a few feet of film to test your ability to hold steady, before spoiling lengthy footage and fine opportunities. Here is one of the imponderables so difficult to recommend, just as it is difficult to rate tough ski conditions: snow and terrain impossible for some skiers may be taken in stride by top skiers.

The exposure meter is standard equipment with most beginners. It is often improperly used, and innumerable times I have been shocked to find what exposures have been deduced by its users—often several stops off. For many years I have not used a meter, which I find a nuisance and far harder to use properly than just to know the proper exposure.

Unless there is some vital reason, such as the big race which cannot be postponed, skiing should be filmed only in bright sunlight. On dismal days, enthusiastic photographers shooting miles of film have asked where my camera was. When they heard I wanted the sun, they replied smugly they could photograph in that light. Asked, for example, if they would like that representation of the view from Mt. Mansfield—assuming they got perfectly what they saw from the Octagon—they always look startled, hesitate, and answer, "No." "Well, it won't be even that good," I reply, leaving their enthusiasm considerably shaken—all of which would make me feel like a killjoy, except that I may have helped them to save their film till sunlight, when they can take the beautiful winter films they really want.

In the East the worst drawback to ski photography is that good weather usually comes only in March and April. Before that, the rare sun is low and the days short, and whenever a sunny day does finally come along, it usually comes with a cold front—below zero and windy. The ski cameraman must be an opportunist, ready to grab those rare hours when sun, good snow and expert skiers can be brought to a focus.

Sunlight exposures are easy to calculate on ski trails and slopes. With silent speed (sixteen frames per second) and Kodachrome film, a sunny, cloudless snow-scene is about f 13.5. With sunlight pouring directly on its snowy slopes (flat lighting), a place like Tuckerman's Ravine is even f 16, something few seem to realize. If some shadows of trees cross the trail here and there, it would ordinarily be f 11. Still more shadows would make it f 8, while early or late in the day's sunlight might bring it down to f 5.5. This is exposure for the actual skiing, whereas the exposure meter gives an average of



Men's  
"Downhill  
Racer"  
windbreaker  
in Taslan-textured  
Nylon,  
17.95

Women's  
"Ski Courier"  
windbreaker  
in 100% Nylon  
with convertible  
3-way  
knit collar,  
14.95

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the entire scene; to arrive at these proper exposures requires a full knowledge of meter use, which few seem to possess. It is remarkable that sunlit skiing scenes have three to four times more photographic light than summer sunlight.

If you wish to use sound speed, twenty-four frames per second, open up one-half stop. I use sound speed because it gives a smoother, better picture on the screen, but the film cost is increased by half.

The chief fault of amateur movies is the lack of steadiness. The basic point to remember is that motion pictures need the same steadiness as still pictures; only the subjects may move, not the camera (except to follow the moving skier, when camera movement seems normal and the mind accepts it). However, the "paintbrush" method is all too common, camera swinging wildly back and forth. Not only is this deadly on the screen, but it consumes far more film. Get the exact framing of a subject that is most pleasing (take your time to find it), then shoot it; if it does not cover all you wish to show, get the new framing and shoot that, instead of "panning."

Everyone wants to film a skier while skiing behind him, apparently. This is not always easy in the East where we get far too little velvety new powder over a smooth base. In Alta, Aspen and Sun Valley, I often found it quite easy to do when conditions were right, and I got some fine shots. Not much of this is needed, as it can become monotonous. I always had the camera to my eye as usual, as I followed the skier.

For my ski film-lectures, I have been filming the bigger competitions using five other cameramen beside myself; this affords a continuity of six views of the racers at the most interesting sections of the trail. Part of my instructions to these cameramen might be helpful to other photographers, especially as they contain some points that apply to all ski photography (the cameramen's inability always to follow out these instructions indicates that these are not so easy to apply as they might appear):

First, all of the top racers must be shown; you can never be sure who will win, so take all the top seeded racers. Later you can edit to use only the top placers. Careless filming may skip just the racer who sets a new record.

Second, get a clear unobstructed view, so you can follow the skier for some distance in downhill or giant slalom; less scope is needed for the

slalom, where you want a perfect record of one interesting section, often in slow motion. In downhill or giant slalom, do not get hemmed into a small area where all you can film is a "whoosh" that is so unpleasant on the screen. Do not stop the camera when the racer gets near, then start again when he is past; instead you should "pan"—move the camera hand-held to follow the skier as he approaches, passes and continues down the trail. This is far more pleasant and interesting to watch on the screen.

If an obstacle or person obstructs the camera's view at some point in the "panning," as often happens, correct it next time by moving sufficiently or by asking the person to move—but do not keep taking that way, racer after racer, as is so often done. You should choose a spot where at some point the racer must come near; this gives a walloping sense of roaring impact, and also shows his number, helpful in editing. If you have a terrific spot, keep it; otherwise rove for variety of angles. Keep the best spots for several racers, at least. Do not climb a tree; it takes time and effort, only to flatten the slope even more than on the level.

Third, keep thinking: "How will this look on the screen?" If you were the audience, would you settle for this rendition of that great race? This attitude keeps you on your toes, and you settle for nothing but the best.

Fourth, look for amusing touches, so often present if you can only see them; also for racing color, the tense preparations, facial expressions, procedures; especially film any lovely fleeting facets of winter beauty and scenery. Comedy, racing color and winter beauty can do wonders in rounding out the thrills of a ski race.

A written script will help to produce a logical, balanced ski film that flows naturally. This editing in advance is important, but above all the photographer must be an opportunist. Priceless thrills, comedy, beauty and technical perfection often pop up unheralded and must be grabbed whenever and wherever they appear. Ski photography is as much an art as a science, but it is not really difficult. Wildlife is far more difficult to film, since there is no control over the subject, terrain or lighting.

When you finally assemble the ski film you have dreamed about, and find the enjoyment it creates for others, you're really hooked. Now you're a photographer, not a skier—so skier beware!

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
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# Why s'no shoe

*Being an inquiry into the habits of lepus bairdi, with  
special attention to motivation and locomotion*

by BILL BREYFOGLE

THE LATTER half of his common name is certainly wrong. He is not a rabbit at all, but a hare. And it now appears that the first half of the name is wrong, too. It should be not "snowshoe" but "ski," and not only because he frequents Vermont ski areas. Zoologists call him *lepus bairdi* (or *lepus americanus*—the pundits do not agree even on that). Our task is to find and justify something really descriptive in the vulgate.

The salient characteristic of any rabbit (and this includes hares) appeals primarily to another rabbit. But he does present aspects of wider, though perhaps less concentrated, interest. The so-called snowshoe rabbit is not only prolific but, when not thus engaged, peripatetic. He gets about, and we are to consider now his mode of locomotion in the depth of winter. Is it snowshoes, or something more nearly resembling skis?

As so often happens, the confusion probably arose not through any fault of the observed but in the mind of the observer. It could be deduced from the evidence of his tracks that the varying hare ranged widely in winter. It followed, to a logical and cloistered mind, that he must have some special natural equipment to help in his wanderings, and the closet naturalist christened him "snowshoe rabbit."

Now, he does have a big foot. The four toes spread widely, making the heel seem diminutive by comparison. But there is no webbing between the toes, and the foot is no better adapted to snow than to sand or pine needles. The closet naturalist fell an easy victim to the occupational disease of too many

learned men—a *priori* reasoning. The varying hare did well on snow, therefore he must have snowshoes. It sounds logical, but it is not exact.

Another count against the learned men—they do not like facts that refuse to fit into a system. Snowshoes for a rabbit are acceptable. They help him to get wherever he is going, which is all a rabbit is supposed to need. This concept is pedestrian, in both senses of the word. And not only pedestrian but discriminatory. It makes the rabbit a creature of behaviorism, denies him the right to have any fun. Evidence that a rabbit sometimes feels the impulse to throw his bonnet over the mill is inconvenient to a scientist, though not to a rabbit. It clutters up the charts in the book and spawns untidy footprints. Snowshoes for a rabbit, yes. Skis, no. But whatever the orderly classifiers say, the tracks in the snow are still there.

And the age-old record shows our friend as a non-conformist, not without a gust for living. Uncle Remus' Br'er Rabbit has a long and lively ancestry, as students of the learned Frobenius may discover for themselves. Br'er Fox never stopped him, in Africa or in America. Somehow, he sounds more like a skier than snowshoe.

A wider knowledge of the use or misuse of the word "snowshoe" might have helped save the classifier from his howler. What calls itself the oldest (circa 1870) ski club in the world is the Kiandra Snow Shoe Club in Australia. A man who used to carry the mail on skis many years ago in our own Far West is remembered as Snowshoe Thompson. These are examples of



ARTO MONACO

the generic use of a term that has since been divided into specifics. In the beginning, a snowshoe was anything that helped you travel on snow. It would seem that the snowshoe rabbit, like the Kiandra Snow Shoe Club and Snowshoe Thompson, has been misnamed. He is, in fact, a skier.

For proof of this, go back to those tracks in the snow that we mentioned earlier. The varying hare does indeed change from brown to white in the winter, as does the weasel, but neither species changes the size or shape of its feet. It is not known that even the abominable snowman does that. But where the varying hare comes to an interesting slope, nicely powdered with just enough new snow, he can and does use his lower hind legs as runners and slides nimbly down. The tracks show how he makes his descent, and it is obvious that his fore-feet are held up against his breast and no doubt his long ears are laid back. The new snow would minimize friction. The tracks do not always run exactly straight, and it is permissible to think that *lepus bairdi* was trying his feet at slalom turns.

He has one ability that human skiers may well envy him. When the slope is too gentle and the work of mere gravity begins to pall upon him a little, he can at will transform his skis into a pair of catapults and send himself hurtling through the air for several times his own length. This may suggest to forward-looking manufacturers the possibility of crossing skis with pogo sticks, to give a new dimension to the sport.

How did it first occur to some forgotten ancestor of the varying hare to take up skiing? Purely by accident,



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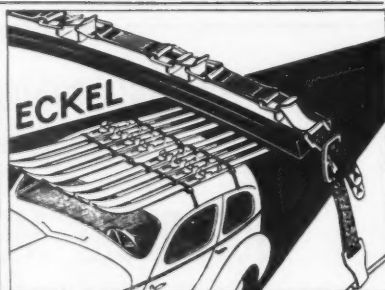
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perhaps, but that sort of accident happens only to the worthy sort of people. Hopping out on the brow of an icy slope, he may have lost his footing and gone careening down in panic that presently turned to a sensation of pleasure. According to all folklore, if not the zoology current today, the hare, or rabbit, has always had the knack of learning from experience and remembering what he learns. That first descent was unpremeditated, but exhilarating, like falling in love. The hell with behaviorism! The rabbit went back for more.

Or perhaps the germ of the idea came to him while he watched otters sliding down their mud chutes. It looked entertaining, but it ended in a cold bath. The rabbit scratched his left ear with his left hind foot (snowshoe, indeed!) and thought about a way to keep the fun and yet avoid the total immersion. Snow, of course! Snow comes as close to being dry as any form of water can. He estimated the angle of the otters' slide and went off to see about contriving something bigger and better. No trouble about equipment. That was built in, and he even had a natural inclination toward vorlage, while benighted otters were still sliding on their bellies and their backs.

Some say the Norwegians began it. Some trace it farther back to the Lapps. But off in the wings is a dapper little figure waiting for his curtain call, blowing powder snow from his whiskers and cocking a long ear for the applause that will call him out. Remember when "snowbunny" was a derogatory term? Not any more.

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*'I ought to Allais their suspicion'*  
—Elmer B. Fulton



# Skidreiverein

The club that avoided petty politics  
by making all members vice-presidents

by ARTHUR G. DRAPER

TWENTY years ago skiing was on the threshold of a period of great expansion. Those were the days of the Great Depression. Money was scarce. But, fortunately, the 1932 Winter Olympics (remember, only cross-country and jumping were included?) had stimulated the imagination of many persons in the east and the Civilian Conservation Corps had moved into the mountains, where its young men and boys cut out miles of ski trails.

Twenty years ago uphill transportation for skiers was pretty much limited to a handful of rope tows. That wasn't so awfully long ago, but still there was no lift on Mt. Mansfield; Cannon's aerial tramway was a wild idea in Alec Bright's imagination; Harvey Gibson hadn't installed the skimobile on Cranmore; Pico was still a dream of Brad and Janet Mead. Otto Schniebs was only just about ready to explore the possibilities of skiing around Aspen and Ashcroft. Not much had been developed out on the west coast.

Last summer I unearthed a whole packet of ski memorabilia that had collected the dust of twenty years. It brought back a lot of fond memories of the salad days of skiing.

In the packet was the story of the founding of the Skidreiverein on March 23, 1935. Although in the intervening years I drifted off from New York City to live and work in ski country, I understand the Skidreiverein is still a respected New York City ski club.

Earlier in the year that the Skidreiverein was founded the New York, New Haven and Hartford Railroad dispatched its first snow train to a siding at Norfolk, Conn. For many that trip proved to be a regular old home week. People who hadn't seen each other since school or college and never had an idea that the other fellow skied met on the train and became re-acquainted.

One sizeable group of reunited friends decided they'd had so much fun they'd better all meet on the next snow train in Car 3. Thereafter Car 3 became known as the one most rabidly devoted to beer drinking, singing German lieder and skiing. The railroad, in self-protection, was glad to make Car 3 the exclusive property of this group. And thus was born the Skidreiverein.

Twenty years ago, as skiers hustled through New York City to the snow trains awaiting them in Grand Central, they encountered many curious looks and questions from perfect strangers. It was embarrassing at times for skiers to be considered such oddities. A sense of humor helped, and in this vein Eugene DuBois wrote up the by-laws of the Skidreiverein. I hope they're still in effect. In part they stated:

"Membership: Applicants for membership must survive at least one excursion of the club before their nominations will be considered.

"Dues: The object of this association, as expressed in the charter, being in part to have pleasure, enjoyment and what is considered a good time, the dues for the first year are set at twenty-five cents. (This included the emblem pin.)

"Officers: In furtherance of the tenet of this association that all of its members shall be considered equal, and in keeping with the proletarian trend of the times, and in order to avoid the jealousies and petty politics manifested in other groups, the officers of the Skidreiverein shall be vice-presidents, and every member shall be such an officer.

"Premises: The premises of the association shall consist of Car 3 on the Snow Trains of the New York, New Haven and Hartford Railroad, the Great Hall of the German American Rathskeller, and such other car or cars,

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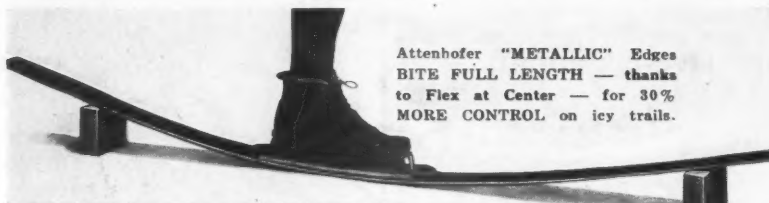
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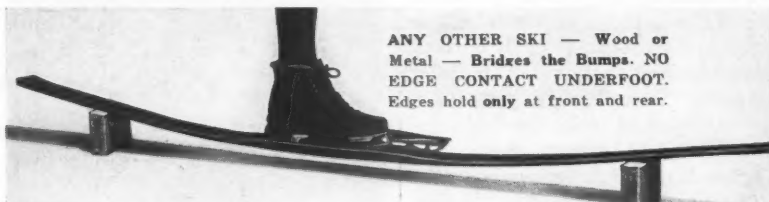
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bar or bars, as may in the future be assigned to the association's use."

The Skidreiverein went merrily on its way. It was the seventh New York City club to join the United States Eastern Amateur Ski Association. It challenged the Mt. Greylock Ski Club and the Dartmouth Outing Club of New York to a downhill race on the newly completed Ghost and Shadow Trails outside Pittsfield, Mass. It sponsored a lecture by Arnold Lunn at the Hotel Plaza for the benefit of the American Olympic Ski Teams. With Otto Schniebs as advisor, it built its own ski trail at Cornwall Bridge, Conn.

The Skidreiverein was a busy little club that believed in having fun back in those days of the Great Depression. Travel in those days was almost invariably by train. Twenty years ago snow trains were all important in the development of skiing. Private automobiles, if one were wealthy enough to own one, were pretty much garaged for the winter. Air-lines were nonexistent for skiers.

Railroads were offering bargains because they, too, had felt the Great Depression. From New York round trip fares to Norfolk, Conn., cost \$2.00. South Lee and Pittsfield were \$2.50. New York to Lake Placid was an extravagant \$7.00 for the round trip.

The New York Central advertised for January 10, 1936, a round trip fare of \$6.00 to North Creek. Sybaritic skiers scorned coaches could get a lower Pullman berth for \$4.50. And, if they enjoyed close companionship, for an extra fifty cents could have a berth-mate.

The first international snow train to the Laurentians was scheduled over Washington's Birthday in 1936. The train went only as far as Ste. Agathe (\$10.75). Tremblant, still in the wilds, had yet to be invaded by Joe Ryan.

Twenty-years ago snow trains all had baggage cars turned into veritable ski shops. These were operated out of New York mostly by Alex Taylor & Co., whose Ollie Morse was the recognized authority on the mounting of bindings and the repair and waxing of skis, and by Saks. Sealskins, crampons and gaiters were in pretty fair demand. Bindings weren't the rigid rat-traps of today; rather they permitted the skier to lift his heels from the skis and tour cross-country. Leather bindings were on their way out, though, and cable bindings on their way in. Solid hickory made the best skis. Laminated skis were almost unknown. Abercrombie & Fitch advertised for \$25.00 elk-hide ski boots with the hair left on the outside—"smart and practical."

Twenty years ago snow trains had their shortlived heyday. Some 5,000 enthusiastic skiers left New York alone on a week end for North Creek, Phoenicia, Woodstock (N. Y.), Old Forge, Lake Placid, North Adams, Bear Mountain and Canada. At the same time Boston had its skiers migrating into the White Mountains. Regular trains carried many skiers up into Vermont. All in all it was a pitiful handful when compared with the hordes that take off weekends nowadays for the snow country.

Twenty years ago our salaries were much less than now. But prices then still seem low. The New York Central, advising patrons about North Creek, declared:

"Accommodations will be simple but warm and comfortable. Prices will average about \$1.00 per person. Meals in North Creek cost about fifty cents for lunch and breakfast and seventy-five cents for dinner."

Of course, in those days uphill transportation could just about be eliminated from ski budgets. North Creek was an exception then. A plowed highway up Gore Mt. provided access to the top of the trails. Busses charged twenty-five cents for the ten-mile ride.

Out of my dusty, twenty-year-old packet came a brochure about the North Creek Ski School. It related to Carl Schaefer's very reputable school: "On every snow train into North Creek there will be an authorized ski school representative prepared to make appointments for hourly instruction. . . . Are you a skier, interested in becoming more graceful, poised and controlled? . . . Classes on open slopes, by appointment, twenty-five cents per person per hour—one teacher and one student, \$1.25 per hour."

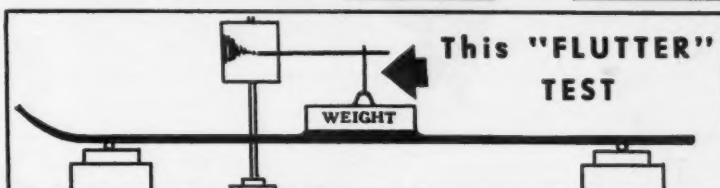
Schaefer had Norwegians to give advanced instruction. The invasion of Austrians and Germans was just about ready to start. Otto Schniebs, dean of instructors, had been in the country since 1928 or so, but not as an instructor.

Twenty years ago many of our present crop of Olympic contenders weren't born. Today they may think us oldtimers rather reckless to be still plowing around in the snow. We know these youngsters are vastly superior in their courage and ability to negotiate downhill courses. But anyhow we had fun forming ski clubs, riding snow trains, climbing narrow, little trails—all of which tended to give skiing a gentle, forward push. In the next twenty years some of us oldtimers hope to get really hep to skiing.



# ATTENHOFER

## WHICH SKIS ARE STEADY AT SPEED?

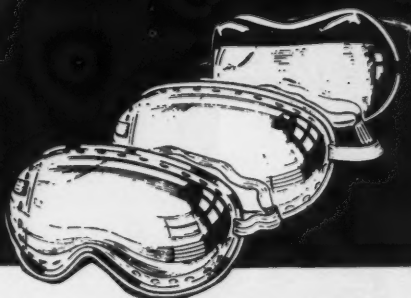


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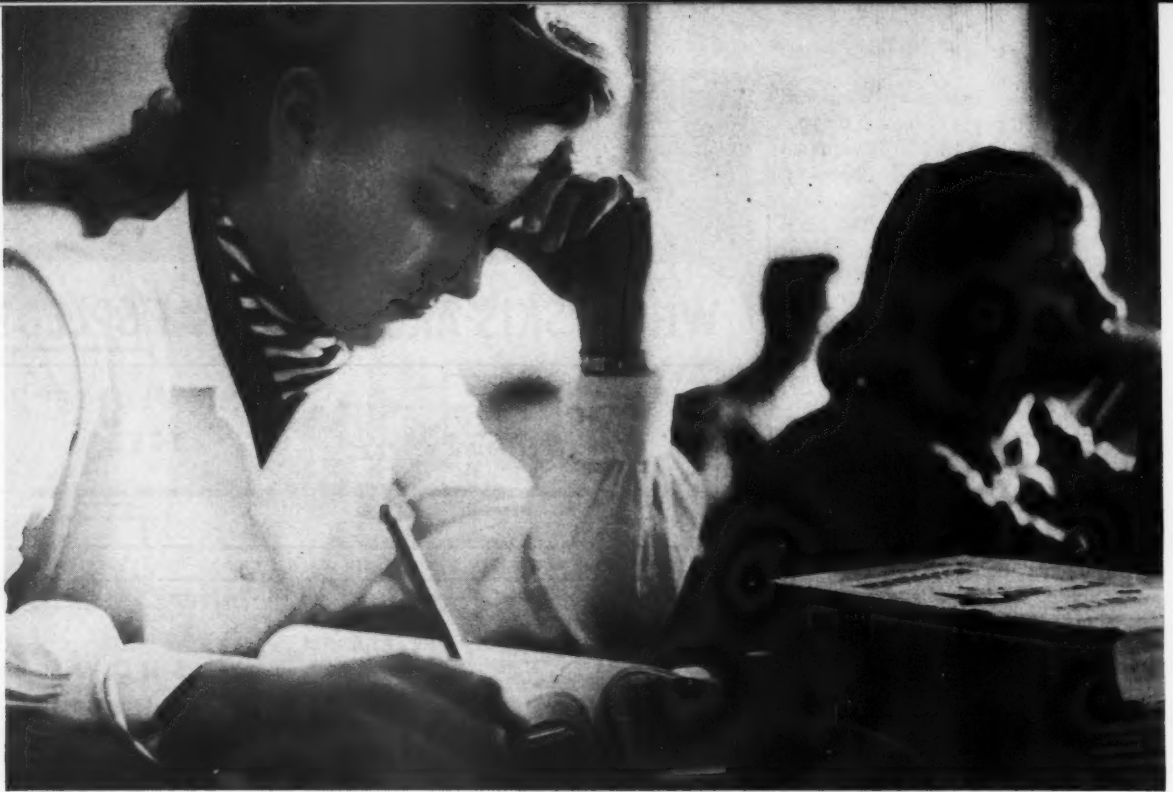
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Schoolwork comes first. Betsy has kept up with her Hanover High School class by dint of extra homework to make up for the many afternoons, pre-race Fridays and longer periods spent in training and competition

# Youngest Olympian

*Photographs by* HANSON CARROLL



**B**ETSY SNITE of Norwich, Vt., who will be seventeen next month, is the youngest member of our Olympic ski team. Like many another teenager, Betsy has a full schedule of activities—into which she squeezes the rigorous daily training that is a must for all Olympic competitors. So Betsy is a very, very busy girl.

Betsy's senior classmates will graduate without her, since she will devote full time to racing this year—the big year



Coached by Dartmouth skier Chiharu "Chick" Igaya and her mother, Betsy does handspring. Tumbling, running and strength exercises make up her summer training schedule. She also works an eight-hour day at hospital to earn extra money for trip abroad

A cook specializing in desserts, she bakes an angel food cake for Chick. Other friends who have assisted her skiing "career" include Ralph Miller ▼ and trainer Lauren "Curley" Sadler



With cute sister Sunny, 12, Betsy adjusts thongs for slalom practice. For downhill she uses an Attotflex cable with extra long Arlberg strap

TURN THE PAGE ►



Betsy rides T-bar at Pico near Rutland, Vt. on one of occasional trips to hills steeper than Hanover-Norwich can offer. Champions like Betsy and Ralph Miller are proof that youngsters can acquire racing fundamentals on rope-tow slopes



Sunny cheers while Betsy practices the smooth, technically perfect slalom style that won Olympic giant slalom tryouts

Smilingly confident, yet not overconfident, ► Betsy looks forward to her first experience in major European competition. With other alpine squad members, Betsy will enplane for Europe early next month to commence training for the big Lauberhorn race in Switzerland



Waiting in line, sociable Betsy chats with ► Peter Mead, brother of Andrea Mead Lawrence





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# Naming runs

Area operators have shown a good deal of imagination in naming favorite ski runs after people, places or nothing in particular

by JAN BRUNVAND

CALL THEM gulches or glens; basins, bowls or holes; cutoffs, ridges, streets, meadows, valleys, canyons or maybe just slopes or trails. They all mean the same thing—snow going downhill, a way to the bottom.

But if you were to judge runs by name alone here's how you might pick out some to suit your taste:

Are you the reckless, schussboomer type? Consider the challenging sound of such as "Dipsy Doodle" (Aspen), "Shincracker" (Big Bromley), "Belly Roll" (Jackson Hole), "Nose Dive" (Stowe), "Fall Line" (Mad River Glen), "Bullwhip" (Reno Ski Bowl), "Cartwheel," "Boomerang" or "Richochet" at Squaw Valley or "Exhibition" at Sun Valley.

If you are more cautious, then names such as these could appeal: "Sunnyside" (Sun Valley), "Snail" (Mad River Glen), "Main Street" (Stowe), "Great White Way" (Squaw Valley), "Loafer Run" (Arapahoe), "Lord's Prayer" (Big Bromley) or "Short Snort" (Aspen).

Then, to relax a little, you could select the "Nineteenth Hole" trail at Mad River or Reno's "Snowshoe"—both convenient to refreshments. "Tobacco Road" at Squaw Valley would also serve as it is popular to take a cigarette break while cruising its gentle descent.

Nature lovers could start with Aspen (named for the tree) where there are two "Leaf" trails, or the "Rock Garden" found at Sun Valley. Jackson Hole with an "Elk" and a "Grizzly" or Mad River Glen with "Catamount," "Porcupine" and "Chipmunk" could supply animal life.

When sheer inspiration fails, most ski areas eventually fall back on famous people for names. Some of these even may be fictitious, such as Aspen's "Little Nell," "Little Annie" and "Ruthie's Run." (Just who these gals were isn't clear but they may have a connection with the local ballad, "I Met a Snowbunny at Aspen, Colorado, and She Made a Ski Bum out of Me.")

Most trails named for people are, in the true form of trail-titling, remembrances—such as Aspen's "Roch Run," named for Andre Roch, the Davos, Switzerland mountaineer who in 1953 reached 28,000 feet on Everest. Seventeen years before, he had surveyed in Aspen, formed the ski club, taught the natives to ski and laid out the first trail now bearing his name. It drops 2,000 feet to the village and includes a "Corkscrew" that the now ski-conscious Aspenites say always spits out skiers who enter—whether they fall or not.

Stowe, Vt. (which was named for part of England) has also honored a run designer, Charles Lord, who directed a 1934 CCC crew in carving out new trails on Mt. Mansfield. Today Charlie supervises the chair lift area, and "Lord Trail" winds two miles down carrying his name with it. At Mont Tremblant, P. Q. "Ryan's Run" is named after the area's founder, Joseph B. Ryan.

Starting out with a trail but ending up with only a cutoff at one spot, Arapahoe Basin remembers the guy that goofed. Wilford Davis, former assistant G-2 of the famed Tenth Mountain Division, was responsible for the trail bearing his name and the slip that created it. He planned the original as a separate run, but after blazing one side of the trees, he forgot and blazed again on the other side for an adjoining run. You guessed it—workmen cut out the limiting fringe and appropriately it was called "Davis Cutoff."

Another Arapahoe run, "Molly Hogan," is not named for a girl (except in a shadier local version of the tale) but for a piece of logging equipment used extensively in clearing the area and nicknamed "Molly" by lumberjacks. "Palivacini," the tongue-twister of Arapahoe's runs, has another mountaineer behind it. He is the Italian from the Austro-Hungarian Empire period who first made a winter ascent of the Austrian Grossglockner. Since it (the

ski run) resembles her (the south face of old Grossglock) his (Palivacini's) name went on the run. Too complicated? Skiers shortened it to "Pali," which is about all anyone can utter before streaking out of earshot anyway.

The gem of Arapahoe Basin's trail christenings came not long ago when Andrea Mead Lawrence was invited to demonstrate a few runs for the dedication ceremonies of the "Standard Trail." Though she was at the time five months pregnant, that admirable lady managed what she termed "casual, controlled descent." The audience was aghast, but Andy was fleet enough to outrun the local ski instructor and "Standard" became known as "Andy's Dandy."

Jackson Hole namers found a picturesque moniker for their "Belly Roll" run. This expert racing trail takes its name from a stretch of the Owen route on the Grand Teton. The "Belly Roll" on the mountain trail requires climbers to crawl on a two-foot-wide ledge while looking down 6,000 feet into sheer nothing. Running the "Belly Roll" ski trail, they say, induces a similar feeling.

Animal names are appropriate to Jackson Hole, which is a year-round wildlife paradise as well as a skier's dream. Although you won't often find bears schussing "Grizzly," the run set up with pint-sized thrills for the 1954 junior nationals, there may really be elk over on "Elk Run." From the top of this run you can see the world's largest herd of elk, about 7,000 visible at time. Occasionally the more sporting elk will come up for a look, and whenever they leave the lodge meeting to browse on the mountain it causes no end of surprise to powder-seeking skiers who skirt the brushy edges of the trail.

Animals close-up are common at Jackson, and not just as spectators. One cow moose set out to wage a personal war on the machine age by charging the chairlift and got herself corralled in the lift house to be smacked soundly every time a chair came about. The Forest Service got her back in line, but the moose (or mooses) got even later. On the night before a nearly snowless jumping meet, several bull moose came around and ate away all the hay cover that had been spread.

Further south in the Sierra Nevada, two areas have drawn on history for naming ski runs. On the east side of Lake Tahoe at Reno's Ski Bowl, the "John Fremont" is named for the western pioneer and "Kit Carson" for the

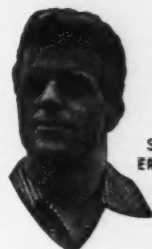
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famed Indian fighter who guided him through the Sierra to California. Together these two runs total over five miles of historic downhill—but that's not all.

Reno's mile-long "Central Pacific" was named to commemorate the railway company that first opened the west and established the city of Reno. Then there is "Big Bonanza," named for the finds of mineral (and snowy) wealth in the mountains, and "Gold Run" and the "Silver Dollar" to celebrate two famous products of Nevada mining. Speaking of minerals, Aspen's "Spar Gulch" is also named for one. The gulch was a mining site for barite, more commonly called "Spar," and was named in 1879. In that year Aspen's decade as the world's richest silver mining camp began, an era recalled in the name, "Silver Queen."

On the west side of the Sierra, across Lake Tahoe from Reno Ski Bowl, is historic Squaw Valley, Calif., site of the 1960 Olympics. Going back to the Indians for its name, the valley was once used for camping ground by Washoe and Shoshone squaws and children while the braves hunted in the mountains. When the first pioneers reached California they picked the Squaw Valley route, one of the more accessible in the rugged Sierra. Trails that over a hundred years ago bore wagon trains now serve skiers; and heavy snows, once the downfall of so many pioneers, furnish skiable conditions until late spring.

The "Emigrant Trail" at Squaw Valley is a pioneer route; old wagon tracks have even been found there. The "49er" is the trail generally accepted as the one used by the ill-fated Donner party; today it is also a ski run. The Donners made one of the earliest and most severe winter crossings in Sierra history. Those that survived resorted to eating their own dead. (Squaw Valley's history has been written recently in Tyler Micoleau's book, *The Story of Squaw Valley*, which traces the tales back to the original braves.)

Emile Allais, a later "brave" of Squaw Valley, did his bit toward naming runs. On a short slope that was wide and smooth as well, Emile tried variations of his hip-wiggling parallel style and came up with a "mambo" on skis. It inspired the name "Mambo Meadow" for the run, and many imitations of his style by skiers who followed him down. Another little trick by the Frenchman hasn't as yet attracted many followers. With characteristic

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aplomb, he once schussed a steep, funnel-like run at Squaw Valley, hitting close to 100 miles per hour down 1,800 feet of fifty-degree slope. It has been named the "Gambler," which is just what the average skier would be to attempt the schuss there.

Squaw Valley also favors famous thoroughfares for naming runs. Among the thirty-five runs there are: "Picadilly Circus," "Great White Way," "Sunset Boulevard," and "Burma Road." A couple of famous hills, "Nob Hill" and "Bunker Hill," loaned their names as well.

Ski resorts have other sources of names to fit new runs. At Sun Valley the names "Warm Springs" and "River Run" were taken from nearby streams. Runs like "The Ridge," "Rock Garden" and "Roundhouse Corner" have corresponding shapes or locations. "Golden Gate" is named for a fine view, and "Broadway" picturesquely describes another run.

When there was a series of bowls to name at Sun Valley, a holiday theme was started, and if someone hadn't lost the inspiration too soon and included "Fire Lookout Bowl," the series of "Christmas Bowl," "Easter Bowl" and "Mayday Bowl" might have gone even further. But by the time another bowl was ready for a name, holiday spirit had vanished and it is called "Lefty Bowl."

Nelson Bennett, head of the Sun Valley ski patrol, is currently having troubles of his own over run naming. After laying out the newest run, he is finding it a headache to name his snowy baby. With other names going from "Pali" to "Andy," from "Snail" to "Elk," from pioneer trail names to "Broadway" and from "Gambler" to the "Lord's Prayer," who could think of an original name? Almost everybody, it seems!

Bennett has been so bombarded with suggestions that it is rumored he seals his ear flaps with rubber cement and schusses past everybody with naming gleams in their goggled eyes. He just can't decide, and until he does the list of race courses at Sun Valley will remain as: "Olympic," "Warm Springs," "Exhibition," "Canyon" and "As Yet Nameless." If you have a suggestion for Old Nameless, better send it on to Nelson before he cracks up and we can add to the list, "Bennett's Booby Trap."

(Editor's note: Word has just been received that Nameless has been named "Holiday Run." The holiday spirit has returned to the valley after all.)

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**EQUIPMENT**

# New Nelson

**Vermont research engineer Nelson Griggs**

Nelson Edge Strip is celebrated as the fastest edge in the world, now that Ralph Miller has broken the unofficial world speed record with its help. It also holds as well or better than any other edge. (Ralph may not have needed it for speed, but he certainly needed it to slow down afterwards!). These and other fine qualities of the new product have been recognized and appreciated during its two years of relative obscurity by a very few skiers in the know. This season the Nelson edge will be acknowledged in the ski world generally as the most valuable of recent inventions in the ski equipment field.

As long as five or ten years ago it took no great foresight to predict that ski edges would eventually be made in one piece, without screws and sections to tear out, and with no exposed metal on the running surface except the cutting edge. As long as twenty years ago attempts were made in this direction. The continuous Eriksen brass edge strip, for example, was mounted on the side of the ski; outside of its softness, its disadvantages were that it tore out easily and that it encouraged the formation of grooves in the wood bottom of the ski right next to the edge, since the plastic base had not yet been invented. Like the new Nelson edge, the Eriksen edge was scalloped on one side to render it flexible. The lack of such scalloping is the reason why plain edge strip molded, bonded or laminated into present non-wood skis is set in at a shallow angle—much shallower than manufacturers' diagrams show. Strips of spring steel imprisoned in the sides of a ski at any appreciable slant to the running surface would render the ski stiff as a railroad tie and warp it crazily at every flexure.

### Tough problem

The problem of how to set edge strip into a ski permanently, at a good biting angle and without affecting the ski's performance is not simple, or it would have been successfully solved long ago. Not only is the Nelson edge the only solution in sight, but it will have ironclad protection when the patent comes through—and there is every reason to believe the patent will come through this month. The inventor has been forced to revise his broad claims only once, and only with regard to minor details. On a production-line basis the new edge will be so easy and cheap to install that chances are not only the best skis, but cheaper skis will be equipped with it.

Slight, small-boned inventor Nelson Griggs looks more like a scientist than a skier; he is both. A product of MIT, he

has for several years been doing developmental engineering research for New England industry at Norwich University laboratories in Northfield, Vt. Recently he quit and went to work for a small manufacturing company in Hyde Park, and he now makes his home in Morrisville. While there were no doubt other reasons for this change, perceptive SKI readers will note that Morrisville is considerably closer to Stowe, Vt., ski capital of the east.

### Ice and dull edges

It was at Stowe five years ago, before Sepp Ruschp's fleet of Sno-Cats had come on the scene and abolished ice, that Nelson Griggs became interested in the edge problem. Attempting his usual graceful style, Griggs discovered he might as well have been skiing on a pair of hub caps, so little purchase did his skis give him on the blue stuff. Other skiers, he noticed, were having the same trouble. On the Stowe Standard they looked like flat-bottomed skiffs navigating in a typhoon.

Griggs sharpened his edges. That worked fine—for one run. And after one day of skiing—or rather, sideslipping—his edges were so worn there was nothing left to sharpen. That, to Griggs' engineering mind, was inexcusable.

Back at Norwich, he took the skis to the lab and ran a piece of edge through the Rockwell testing machine. It tested way low on the C scale—the scale for steels of moderate to extreme hardness—and could be properly rated only on the B scale for softer metals. By now thoroughly disgusted, Griggs borrowed samples of every edge he could lay his hands on and tested them all. Friends supplied him with edges of every known type and manufacture, from countries all over the world. Over a period of two or three years, Griggs compiled an exhaustive test chart that would make more than one manufacturer blush.

By far the majority of edges, he discovered, were made of plain cold-rolled steel, occasionally case-hardened or tempered enough to make it about as good an edge material as warmed-over noodles. Most of the good tempered edges came from Europe, but only on the most expensive models of skis. Sometimes a manufacturer produced two grades of edge, one tempered and the other soft, that could not be told apart except by the Rockwell tester. Most disturbing to Griggs were the variations he found in the same grade of edge. When Bob Bourdon was replacing the edges on his expensive European skis with a new set, Griggs tested samples and found that the new set—exactly the same



# Edge Strip

solves problem of continuous angle edge

brand and grade—was ten points softer on the Rockwell scale than the old set.

Common steel was used for most edges for the simple reason that it is cheap. Hardened steel—high carbon composition subjected to heat treatment—is many times more expensive. The difference in price is just about the same as that between the steel used in tin cans and the steel used in quality knife blades and other cutting tools. The twenty-eight feet of high-grade steel strip needed to edge the average pair of skis cost a lot of money. Hardened steel is also more expensive to drill and machine.

## Friction and freezing

Poor steel was not the only fault of existing edges. The screwheads and section joints not only dragged and slowed down the ski, but eventually worked loose, caught and tore out. The exposed metal surface was slow on snow, held lacquer and wax poorly and often caused ice to freeze on the ski bottom. Studying the problem with an amateur's enthusiasm, and originally with no other purpose than to help his fellow skiers and to further the sport, Griggs soon came to know more about edges than anybody else. Today he is probably the world's top authority on the subject.

The best edge material known, according to Griggs, is spring steel of hardness Rockwell C 42 to 44. This has been demonstrated not only through long experience by skiers, but in tests with cultivating tools—spring-tooth harrows, for instance—which also must have maximum resistance to abrasion. Harder steels—and steel can be made as hard as glass, and just as brittle—wear more rapidly, stiffen the ski and will not take the burr that many racers and other wise skiers like to rasp on to their edges. Alloys of chromium, molybdenum and nickel are even tougher than straight carbon steels.

For his own edge material Nelson Griggs chose a heat-treated nickel alloy in his preferred hardness range. The scalloped pattern he now cuts directly into the hardened steel by means of an automatic die press that turns out edge like ticker tape; every few thousand feet he sharpens the die. The shape is reproduced in silhouette on this page. (The holes are there in case it should become necessary at any point to "tick" the edge with a saw cut.)

## Mounting the Nelson

To mount an edge, Griggs routs out a slot in the ski at an angle of approximately twenty degrees. This slot is filled with a

special cement. The edge is cleaned, inserted and held in place until the cement sets. Finding a cement that would actually bond the metal to wood took a great deal of research on Griggs' part. The metal must be absolutely clean. A coat of oxide one molecule thick would impair the bond, Griggs says. He now pins the edge at tip and tail, although he claims this is unnecessary. Griggs has been doing this job himself, in his basement, for his friends at \$15.00 a pair.

Two years ago he started looking around for a manufacturer who would be willing to invest in equipment for automatic installation of the edge. Such equipment would include a double sandblaster for cleaning and a machine for inserting the strip. Griggs was sure his edge could be competitive in price with conventional edges, once the initial investment were made. Ski manufacturers were interested, but not interested enough. They remembered the one-piece edges that had appeared in the thirties, none of which caught on. The Soits Angle Edge, for instance, invented by Dr. C. G. Soits, now vice-president in charge of research for General Electric, was set into the ski at an even steeper angle than the Nelson and was pinned from the side. The Serr edge, semi-tubular, square in cross-section with a cut-out corner, was slid on to the ski after saw cuts had been made in the side and bottom. Neither of these edges was successful, for various reasons.

## Available on Rossignols

When the most interested manufacturer, Spalding, went out of the ski business last year, Griggs began to lose interest in manufacturers. At this point it looks as if he will produce and sell the machinery necessary for production-line installation, instead of selling exclusive rights to his invention. This season, Harry Kauffman of Sports Unlimited, 2849 N.E. Sandy Boulevard, Portland 12, Ore. will probably install Nelson Strip Edge on Rossignol skis.

The Nelson edge has many advantages. No other edge gives you so friction-free a ride; even the so-called hidden edge available on a few top European skis exposes more metal on the running surface. The Nelson edge may be installed at a sharper angle than any other strip edge, with up to  $\frac{3}{4}$ " offset. The edge strengthens the ski without impairing its flexibility; the cement completely seals out moisture. The edge is applicable to all existing types of wood and non-wood skis. It should prove a boon to competitive and recreational skiers alike.

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## EQUIPMENT

### Heads and Harts

When somebody tells you "red Harts" this season when you ask him what he uses, he won't be talking about dog food. He'll be talking about a new metal-and-plastic ski that comes in your choice of five colors in addition to black.

Like its prototype, the Head, the Hart has already inspired a number of puns, mostly bad, some of them unprintable. The alliterative resemblance may extend to the sound of the slats on hardpack, to judge by the similarity of sandwich construction. It may become a point of pride among skiers in the know to distinguish them by ear. A new party game may develop, for those disheartening icy days. Instead of tossing for drinks, the barroom experts will cock their ears. When a die-hard skier heads chattering down the hard slope overhead, they'll call it: "Heads" or "Harts."

Whether the Hart will resemble the Head in skiing performance is an open question, since only a few samples of the new skis were tested last season. And the Head wasn't built in a year. If bugs should appear, however, Hart is a big enough company to stand by its product and perfect it.

The Hart Alumi-Flyte ski is the brain-child of Harry Holmberg, who spent twenty-five years making skis and toboggans for Gregg. When Gregg went out of the ski business, Holmberg took his ideas to the Hart Mfg. Co., a large established firm in St. Paul. The result is an engineering tour de force.

The foundation of this ski is a wide strip of extremely hard (Rockwell C 50 to 55) spring steel. On top of this Holmberg and Hart laminated a wood core and a wide strip of aluminum. Formed into a ski, the sandwich is encased in gleaming plastic—except for the protruding narrow edges of spring steel and top edges of aluminum. According to Holmberg, the new ski is "thermodynamically balanced. The newly developed method of construction permits the manufacture of skis with controlled flexibility and camber stability during temperature changes. Other advantages are extremely high strength, torsion resistance and deep flexing without taking a set. The new construction also eliminates the need for edge pieces or strips as used in the conventional type of skis. Reflex factor and weight are very similar to a laminated hickory ski of the same size."

Dealers who first saw the ski last May at the National Winter Sports Show in New York liked its appearance best of all. They thought the sexy colors, the Cadillac-like "V" insignia, the prices (black, \$75.00; colors, \$85.00) would help convert wood-ski conservatives to the marvels of science, for the benefit of all futuristic manufacturers, distributors and ski shops.

SKI editors will keep their ears cocked this season, not for the din of tin, but for users' comments on the new skis. They will listen to anybody's opinions, except those of manufacturer's representatives Jack McMahon, Ed Hampshire, Al Almon, and Irvin and Jerry Goodman—who after all have an edge to grind.

## Head chatter

Speaking of noises, some new ones were heard on the American racing circuit last season. Tips whirring like feathered props, humming like tuning forks, clanging every time they hit the boiler plate, the new Head racing skis may have failed to crack the sound barrier, but they none the less loudly called attention to themselves.

Last season, Howard Head worked hard to put his new skis, slalom and downhill models, into circulation among the hot-shots, most of whom were at first reluctant to take a chance on them. At Big Bromley's Orvis Cup last January, Head scurried about like a custom tailor, taking orders from the fashionable racers and jotting down specifications.

The racers accepted the free skis, of course; what is more remarkable, one by one they began to use them. Two weeks later at the Vic Constant Trophy at Stowe, Vt., they used them to make time on flat stretches of the Nose Dive. By season's end the Head racing models had successfully boomed, clattered and zinged down many a slalom and downhill course, including the National Giant Slalom Championship last April 3 at Stevens Pass, Wash.

In racing circles this was tantamount to revolution. Racers have stuck to wood skis, but not simply from habit or conservatism: thus far, non-wood skis have proved slow, difficult to manage at high speed, chatter in hard-snow slalom. Last season, however, nobody called the Heads slow. The new skis were most often used in competitive situations where speed was the most important factor.

Howard Head had reason to be pleased. Creator of what many people consider the best all-around recreational ski, he had successfully met still another engineering challenge. Also, there was the competition ski market to be considered: nobody uses up more skis faster than racers. And doubtless Head hoped some of the novelty or notoriety of his racing skis would rub off on the standard model, which some educated and discriminating consumers may hesitate to buy because after several years it is neither "new! different! improved!" nor "contains Irium."

This season's Head "master"—downhill and slalom models sandwiched into one—has sleeker lines (tapers more toward the tail) than the standard model, has added heft and starch, costs \$98.50 compared to \$85.00 for the standard. Entering the competition ski field at the height of the monogroove-multigroove controversy, Head offers the masterful compromise: scored microgrooves superimposed on a conventional monogroove bottom.

Over the summer the Head Ski Company has:

- Tallied some \$800,000 worth of business for the fiscal year. (This season Head may become one of the few in ski biz to gross over \$1 million.)
- Advertised for a \$15,000-a-year executive. (Head now has forty on the payroll.)
- Shipped over 3,000 pairs of Head skis to Europe. (Three out of four Swiss pros use them.)



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### EQUIPMENT

## \$150 Dynamic-R

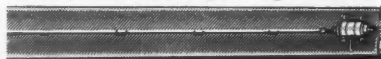
At avant-garde ski shops across the country, the dealer's favorite sales pitch will begin with the customer's astonished, "What, \$150.00 for one pair of skis?"

"Not one, but several pairs of skis in effect," the dealer will say. And what he says after that may well result in a sale. For the new Dynamic-R (R for *Réglable*) with adjustable camber and stiffness will actually substitute for the two or more pairs a good skier needs for different snow conditions.

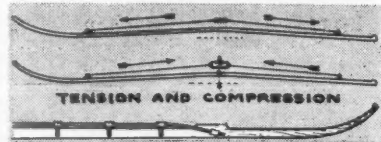
The Dynamic-R is really new—not just new in the sense that it is being imported into this country. Even in France its existence had barely begun to be rumored when M. Michal & Fils, Grenoble sires of the famous Dynamic racing lineage, first displayed it at the Foire de Grenoble last spring. The new ski had been in use by a few selected French pros only long enough to elicit such endorsements as Couttet's: ". . . a revolution in ski design that should bring about a technical evolution as yet undreamed of."

Today most good skiers use at least two pairs of skis: a stiff pair for packed snow and a flexible pair for deep snow, rough stuff and crud. The Dynamic-R can be quickly adjusted to suit such varying snow conditions by means of a lever in front of the footplate, without need of removing the ski. It also comes closer than any other ski to being a true combination model, suitable for both downhill and slalom, since not only the overall camber and flexibility but the degree of camber at the front and rear of the ski can be independently adjusted.

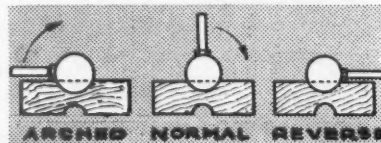
The backbone of the Dynamic-R and the basis of its design is a steel rod in two sections that runs along the top of the ski.



Anchored at shovel and tail, the two rod sections run through metal guides into a barrel-shaped housing in front of the footplate. A powerful spring separates the two sections, acting as a shock-absorber. A lever on top of the housing operates cams that pull or push on the two rod sections,



which are mounted in threaded sleeves to permit independent adjustment. When the lever is turned to the left, pressure is put on the tip and tail of the ski, camber is extreme and resistance to flattening the ski is greatest. When the lever is upright, the ski looks and behaves as it would without



its unique contrivance. Pushed farther to the right, the lever flattens the ski, and in the extreme right position pulls hard

enough on tip and tail to give the ski reverse camber—a great advantage when the snow is deep and sloppy.

The independent adjustment feature allows racers to vary camber in front and rear to suit not only snow conditions, but the type of competition and even the specific course. For greater speed, racers may wish to pull up their tips slightly. For a hard-snow slalom, they may want more bite at the heel of the ski. The Dynamic-R permits very fine adjustments.

Limited quantities of this ski are being imported by Le Trappeur. While it is too early to speculate on its popularity, it appears that most leading shops will stock one pair at least, if only for window dressing. For skiers who enjoy being the center of interest in lift-line conversations, the D-R is *de rigueur*.

## Glass in skimaking

Fiberglass, one of the most versatile structural materials developed during recent years, is being used in products as diversified as boat hulls and fireproof curtains and is finding many applications in the sporting goods industry. The fibers themselves are elastic and extremely strong. Soaked in resinous plastics, fiberglass felt or fabric may be formed into many shapes and bonded permanently. Such material can never warp or take a set.

As with any new structural material, mistakes have been made. Noting that fiberglass was outselling steel and tonkin three to one on the fishing rod market, one manufacturer introduced glass ski poles two years ago—only to find the material too flexible in the longer lengths now preferred by skiers. Accordingly he has cut down the long poles to sizes in which they perform beautifully, and he now has a large stock of fine children's ski poles for sale.

Three makes of skis now use glass structurally. The Dynaglas is made entirely of resin-bonded fiberglass, except for the metal edges and binding-screw mount. The Cortina and Holley skis, on the other hand, employ the strength and resilience of glass fibers to reinforce the wood core.

### Dale Boison research

The problem of what fiberglass can and cannot do in skimaking is one of vital interest to all skiers. The company that is really footing the bill for this research—and thereby making a fine contribution to the sport—is the Dale Boison Company of Santa Monica, Calif. The product of this research, the Dynaglas ski, holds out every promise that Dale Boison's contribution to the sport shall not have been gratuitous.

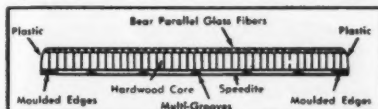
Last season the Dynaglas was considered a fine ski—smooth, lively and easy-skating—by all who used it. Occasionally, though, disquieting things would happen. Like the few skis that, inexplicably, broke in two just in front of the footplate; or those that wore excessively along the top edges. The mystery of the breakage was promptly solved, however, and pioneering customers' skis have been replaced with otherwise greatly improved models.

One of the first things Dale Boison discovered about fiberglass is that it is slow

on snow. The plastic firm accordingly developed a special permanent base, Dynaglaz, for the double grooved Dynaglas bottoms. The base was so successful that the company is now marketing it separately for use on other skis.

### Archery patents

At Van Dyke, Mich. the Holley Ski and Plastics Company has also developed its own base: Speedite, a combination of durable plastic and graphite. But the important innovation in the Holley ski is the layer of parallel glass fibers that run length-



wise along the top. The new construction is based on patents of the Bear Archery Company, the nation's largest manufacturers of quality bows, and gives the ski considerable strength and "snap." The Holley ski also features continuous strip edges of hardness Rockwell C 40.

### Italian design

Another ski that employs glass fibers to reinforce a hickory core is Lamborghini's new Cortina, whose sleek appearance and sound engineering remind one of other fine postwar Italian manufactures from sports cars to Olivetti typewriters. The ski is completely encased in Celloflex plastic anchored and dovetailed firmly into the wood. In this case the glass threads are embedded in the bottom of the ski where they absorb shock and stress and help to maintain the ski's elasticity indefinitely.

### Blow-up skis!

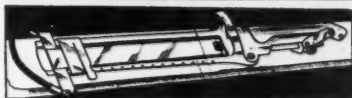
The whackiest recent invention in the ski world is undoubtedly the Aero-Gummi ski, made in Germany and as yet not seen in this country. Made of rubber, the Aero-Gummi is a fitting sequel to the blow-up boot craze. It may be carried rolled up like an air mattress, then inflated at leisure by means of a pump that looks something like an upended concertina. It may prove handy for glacier skiing, especially if the snow is so wet that extra buoyancy, such as provided by the traditional bathers' innertube, is desirable.

When SKI editors first heard about this ski, they didn't believe it could be true. They have changed their minds, however, as you will when you have seen pictures of it in use. They now stoically anticipate a second wave of cartoon contributions with the inevitable caption, "He had a blowout."

In the more conventional class of non-wood skis, one new French experimental model employs a considerable amount of vinyl plastic; an Austrian test model has a twist-resistant, ladderlike core; a new Swiss model is based on the Comme patents. A new ski that will make its American debut this season is the Swiss Attenhofer A-15, an aluminum-and-wood, plastic-encased sandwich with multigroove bottom. Harry Kauffman will import around 200 pairs of A-15's to the west coast, and SKI will report on their performance as soon as enough skiers have tried them out.

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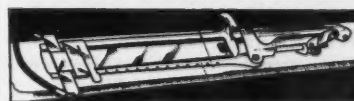
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## EQUIPMENT

### Metallic performs

The new ski that SKI editors had occasion to test most extensively last season was the Attenhofer Metallic. They used it east and west under every conceivable snow and trail condition, constantly comparing its performance to that of wood skis and their own conclusions with those of other experienced skiers using the Metallic. Here is what they found:

► In deep snow and rough stuff—especially in heavy, cut-up snow and breakable crust—the Metallic is unexcelled. It combines extreme flexibility with considerable weight, which makes it both supple and steady enough for good skiers who ski reasonably fast even under difficult conditions.

► It is not recommended for beginners—but then, neither is breakable crust. Intermediates will find it takes time to get used to a ski that bites at tip and tail.

► On hard snow it holds surprisingly well and follows the contours of the slope. Its twist-resistance and overall bite do not, however, quite compensate for its lack of stiffness in hard-snow slalom.

► For recreational skiers, it is a fine pleasure ski. The hotshots will find it tracks extremely well at high speed, but that the breadknife edge slows it down.

### Racing model

In response to racers' comments the importer, Johnny Seesaw's of Peru, Vt. will make available this season a few pairs with plain edges and stiffened core. In France the Metallic has been seen frequently of late on race courses, and no doubt it will in this country, too. The most serious "bug" in the ski—the fact that a number of pairs quickly lost their temper last season—has been ironed out. It seems that the whole ski is tempered at once, and that no more than a few seconds must elapse between heating and the quenching tank. Charles Dieupart, French manufacturer of the Metallic, is seeing to it that no more than a few seconds elapse.

Readers interested in the remarkable properties of the Metallic will want to peruse the full version of the "Metallic Bulletin," available through the Reader Service Department on page 74.



Importer Ernesto J. Saska rolls up his sleeves at Kneissl factory in Austria, planning multigrooved model for 1956

IT'S SMOOTH SKIING WITH

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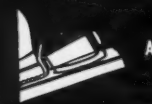
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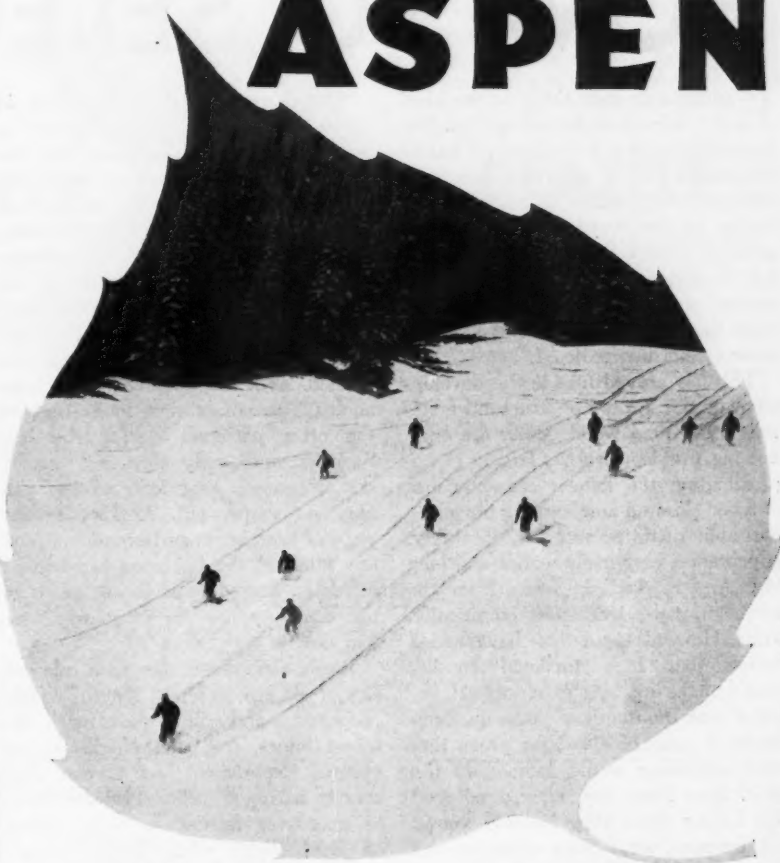
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# HOW TO SELECT SKIS

IS THERE ANY such thing as the ideal ski? A science of skimaking? No. Our knowledge of skis is empirical; it has no theoretical basis at all. There is no such thing as "skidynamics" to guide the skier in the way that aerodynamic principles guide the designer of an airfoil. Experience is the only guide: the success or failure of experimental features that affect the action of a ski on snow cannot be predicted.

This has proved true in the development of skis formed of structural materials other than wood. Here, the engineering problem consists largely in approximating the known characteristics of wood skis and ameliorating obviously desirable qualities such as durability, appearance, easy maintenance and long life. Any marked deviation from the norm must be evaluated empirically. Thus, Howard Head may have had a hunch that high torsional rigidity would make his skis easier to ski on; but it took thousands of skiers on thousands of pairs of Heads to prove that twist resistance would in fact do the trick. Most likely the skiers discovered this before Head did. Nobody knows yet, for sure, what effect vibration and damping have on skiability; it will take a long time to find out, too.

For ordinary purposes the ski you choose should be a few inches shorter than your reach. Sevens or 215's are right for most men, six-nines or 205's for most women. If you differ from the average in either weight or height or both, make due allowance; beginners will find shorter skis easier to learn on. American ski sizes are expressed in feet and inches (e.g., 6'9") and the difference between sizes is three inches. European ski sizes are given in meters and centimeters (e.g., 2:05) or simply in centimeters (e.g., 205) and the gradation is five centimeters or about two inches. The equivalents are as follows:

200 cm. = 6' 6.74"
205 cm. = 6' 8.7085"
210 cm. = 6' 10.677"
215 cm. = 7' .6455"
220 cm. = 7' 2.614"

Such figures are misleadingly precise. Stock skis, particularly wood skis, may vary an inch or more in length from their stated size. Length of running surface varies within the same size in different makes.

The shape of a ski is measured in much the same way as the figure of a woman. Instead of bust/waist/hips, the width of the running surface (including edges) is measured at tip/middle/tail, and is always expressed in millimeters. The classical or Telemark proportions, in favor during the early part of the century, were 90/70/80—voluptuous proportions in keeping with the contemporaneous hourglass-figure vogue in women. As if inspired by just such an analogy, manufacturers soon went to the other extreme: during the late twenties and early thirties "flapper" skis appeared, long lean affairs with nary no shape 'tall. Another twenty years of experiment and experience, and skis attained the balanced proportions of today. Such figures as are given in the directory are for standard 7' or 215 skis.

World-class racers now as a rule use skis of slightly different length, width, proportions and stiffness, and with different edges, for each of the alpine events. Experience had shown that shorter, narrower, stiffer skis were easier to maneuver through a tight slalom on hard snow; while longer, wider, more flexible skis proved steadier and faster on a bumpy downhill course at high speed. In a sport where victory is measured in tenths of seconds, very fine distinctions were soon drawn between the various specialized skis. It is now the fad, especially among the crowd of young hopefuls, to order skis with specifications down to tenths of millimeters. But hair-splitting aside, what are the current proportions of racing skis, on the best authority? According to ski manufacturer Anton Kästle, the following are the average specifications of skis used by male members of the Austrian National Ski Team:

Event	Length	Widths
Slalom	210	86/70/77
Giant slalom	215	88/72/79
Downhill	220	90/74/81

The Austrian girls use somewhat shorter skis: 200's for slalom, 205's for giant slalom, and either the same 205's or—very rarely—210's for downhill. From the above dimensions we see that as the ski gets longer, the curve at the side of the ski flattens out somewhat, while the overall proportion of width to length remains about the same. (The

ratio of the mean width to the length of the 210 ski is .03698; in the longer sizes this ratio becomes insignificantly larger, approaching the theoretical limit .04, which is the ratio of the increments.) The more curved sides of the slalom ski make for easier turning; the more nearly straight sides of the downhill ski make for faster and steadier schussing. Racers like slalom skis with slight camber, in two flexibilities for hard and soft snow. The more flexible downhill skis are generally preferred with more extreme camber, depending on the racer's weight.

What is the fastest ski? Believe it or not, the cross-country ski is the fastest. It owes its speed to its narrow shape, straight sides and—perhaps most important of all—to its lack of edges. Steel edges slow down a ski because they dig in (which is unavoidable) and because metal is simply slow on snow, perhaps owing to its high conductivity of heat. On downhill racing skis, every effort is made to cut down the exposed metal surface: either narrow edges are used, or all but the cutting edge is covered with plastic. On slalom skis, where bite is more important than speed, wider edges are used, with extreme offset for easy filing. The more expensive edge sections are beveled or interlocked for a smooth fit. Some edges, particularly on non-wood skis, are made in one piece. Edges that test over Rockwell C 40 are plenty hard. For their slalom skis, many racers prefer softer metal that is easier to sharpen.

Other desirable features of the better wooden skis are the standard plastic bottom, plastic top-edges or even complete plastic tops, metal tip and heel protectors. Although wood is still the rule in racing, many recreational skiers have found the various makes of non-wood skis easier to ski on. Our advice to bewildered beginners is: put off buying skis till you know what you want. Beg, borrow or rent a floppy old pair to learn on; then decide.

To test the flexibility of skis, don't horse them around. Instead, pinch them together a few times. Some manufacturers mark the flexibility right on the ski. (The trouble with this is that every manufacturer has a different system. The only time it comes in real handy is when you want to duplicate an old

pair of the same make you've fallen in love with.) Sight along the skis to check for warp; hold them flat together and sight along them again to check for matched flexibility. It's impossible to tell how well the edges were put on; but be sure the screws are flush or countersunk a hair. The edges should be offset so that you can sharpen them.

Skis, like boots, are sold in a highly competitive market. The good shops buy only the lines they think will sell best—the lines that offer the most value for the least money—and inferior products don't stand a chance. The junk goes into bargain basements, into department store "private labels," to the Russian ski troops—anybody who will buy it. The skier who is sensibly suspicious of bargains and who relies on the advice of a bona fide ski shop therefore can't go far wrong. If he shops around among the lines described in this directory, he can suit his personal preferences to a T.

## SKI DIRECTORY

NOTE: This directory contains 43 models arranged according to price. Entries marked with an asterisk (\*) are skis made especially for children. ASP=Average Standard Proportions, the average width in millimeters at tip, middle and tail of a standard 7' or 215 ski.

### UP TO \$40

**\*DARTMOUTH Canadian Junior**, \$4.95 to \$7.95 without edges. Made in Canada. Lengths 4' to 5'6". Balance point marked. Solid ridge top wood ski of medium flexibility, bottom of sealed wood.

**DARTMOUTH Canadian**, \$12.50 without edges. Made in Canada. Lengths 6' to 6'9". Balance point marked. Solid ridge top wood ski of medium flexibility, bottom of sealed wood.

**\*DARTMOUTH Junior Rocket**, \$15.95. Made in U.S.A. Lengths 5' to 5'9". Soft flexibility; balance point marked on ski. Flat top, laminated hickory. Lacquered bottom with offset Dartmouth Beveled edges.

**DARTMOUTH Rocket**, \$22.50. Made in U.S.A. Sizes 6' to 7'. Laminated wood, flat top, available in hard, medium and soft flexibilities. Balance point marked. ASP 89/73/82. Lacquered bottom with offset Dartmouth Beveled edges.

**DARTMOUTH Kandahar**, \$28.50. Made in U.S.A. Sizes 6' to 7'3". Balance point marked. Flat top, laminated of 2 strips of hickory in 2 layers. ASP 90/74/82. Permanent plastic bottom with offset Dartmouth Special Interlocking edges.

**HAMMER Standard**, \$29.00. Made in Germany. Lengths 6' to 6'6". Flat top, laminated ash; marked with balance point and guide line for mounting binding. Lacquered bottom with interlocking spring steel edges that extend from within 3 cm. of the heel to within 7.5 cm. of the tip.

**DARTMOUTH Kurzski**, \$29.95. Made in U.S.A. Lengths 5' to 6'; medium or soft flexibility. Balance point marked on ski; wide proportions. Flat top, laminated of 2 hickory strips in 2 layers. Permanent plastic bottom with offset Dartmouth Beveled edges.

**\*DARTMOUTH Junior Olympic**, \$36.50. Made in U.S.A. Lengths 5'6" to 6'. Balance point



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## SKIS

marked on ski; proportions approximately 82/68/76. Flat top, laminated of 13 hickory strips in 2 layers. Permanent plastic base. Offset Dartmouth Special Interlocking edges. Tip and heel protectors.

**DARTMOUTH Olympic Standard, \$38.50.** Made in U.S.A. Lengths 6' to 7'3"; hard, medium or soft flexibilities. Balance point marked. ASP 89/73/81. Flat top, laminated of 7 hickory strips in 3 layers. Permanent plastic bottom with offset Dartmouth Special Interlocking edges.

**HAMMER FIS, \$39.50.** Made in Germany. Lengths 6' to 7'3"; available in hard, medium and soft flexibilities. Flat top, laminated hickory and ash; balance point marked. Permanent plastic bottom with offset, interlocking spring steel edges 6 mm. wide that extend from the heel to within 7.5 cm. of the tip.

**A & T Shasta, \$39.95.** Made in U.S.A. Lengths 6' to 7'3". Degree of hard, medium or soft flexibility marked on ski, as is suggested binding position. Flat top, ASP 89/74/79. Laminated of 5 strips of hickory in 3 layers with full length tapered core. Bottom of Permite plastic; plastic finish overall. Offset, interlocking A & T Lock edges are 7 mm. wide and extend to within 5 cm. of the tip and all the way to the heel.

## \$40 UP TO \$70

**GRESVIG G-2, \$40.00;** without edges, \$32.50. Made in Norway. Lengths 5'11" to 7'3"; various flexibilities. Flat top, ASP 89/70/79. Laminated of hickory and ash, 24 strips in 3 layers. Permanent plastic base. Offset, interlocking Manning edges are 6 mm. wide, extend to within 6 cm. of the tip and all the way to the tail. Top and sides of this ski are entirely covered with plastic. Heel protector.

**\*ATTENHOFER Kinder-Ski, \$40.00.** Manufactured in France. Only metal ski made for children. Lengths 5'6" to 6'0"; flexibility is soft. Proportions 86/70/76, ridge top construction. Laminated of two layers of tempered aluminum. Bottom covered with semi-permanent plastic. Replaceable offset, beveled Salomon edge sections are 7 mm. wide, 1 mm. thick, of hardness Rockwell C 40; edges are riveted through the ski, extend to within 3" of the tip and 1" of the heel.

**DARTMOUTH Olympic Deluxe, \$45.00.** Made in U.S.A. Sizes 6' to 7'3"; hard, medium or soft flexibility. Balance point marked. ASP 89/73/81. Flat top, laminated of 13 hickory strips in 3 layers. Permanent plastic base, offset Dartmouth Hardened Interlocking edges. Tip and heel protectors; top protective edges.

**A & T Olympic Competition, \$45.00.** Made in U.S.A. Sizes 6'3" to 7'3". Degree of soft, medium or hard flexibility marked on ski; guide line for mounting binding. Double grooved flat top, ASP 89/74/81. Laminated of 5 hickory strips in 3 layers, with tapered core. Permite plastic base, plastic finish overall. Offset, interlocking Salomon Super Competition edges are 6 mm. wide, extend to within 5 cm. of the tip and all the way to the heel. Heel protector.

**DARTMOUTH Derby, \$47.50.** Made in U.S.A. Lengths 6' to 7'3", medium or soft flexibility. Balance point marked. ASP 92/76/86. Flat top, laminated of 7 hickory strips in 3 layers. Permanent plastic bottom, offset Dartmouth Hardened Interlocking edges. Top protective edges; tip and heel protectors.

**GRESVIG G-3, \$47.50;** without edges, \$40.00. Made in Norway. Lengths 5'11" to 7'3"; hard, medium, soft flexibilities. Flat top, ASP 89/70/79. Laminated of hickory and ash, 24 strips in 3 layers. Permanent plastic base. Offset, interlocking Manning edges are 6 mm. wide, extend to within 6 cm. of the tip and all the way to the tail. Top and sides entirely covered with plastic.

**HOLZNER Combi, \$47.50.** Made in Germany. Lengths 190 to 215; medium or soft flexibility. Semi-flat top, laminated of 5 hickory and ash strips in 5 layers. Lacquered bottom with offset edges 6 mm. wide. Top protective edges; tip and heel protectors.

**A & T Aspen Competition, \$55.00.** Made in U.S.A. Lengths 6' to 7'3". Marked with degree of soft, medium or hard flexibility and at center of running surface. Double grooved flat top, ASP 89/74/81. Laminated of 5 hickory strips in 3 layers, with tapered core. Permanent plastic bottom, plastic finish overall. Offset, interlocking Salomon Super Competition edges 6 mm. wide extend to within 5 cm. of the tip and all the way to the heel. Top protective edges, heel protectors.

**GRESVIG G-4, \$57.50;** without edges, \$45.00. Made in Norway. Sizes 5'11" to 7'6"; soft, medium, hard flexibility. Flat top, ASP 89/70/79. Laminated of hickory and ash, 24 strips in 3

layers. Permanent plastic base. Offset, interlocking Salomon edges are 6 mm. wide, extend to within 6 cm. of the tip and all the way to the heel. Top and sides of this ski are entirely covered with plastic. Heel protector.

**ROSSIGNOL Ruade, \$59.50.** Made in France. Lengths 180 to 220; hard, medium and soft flexibilities. Flat top, ASP 89/72/79. All hickory, laminated of 14 strips. Permanent plastic bottom with offset, interlocking Salomon Super Competition edges 6 mm. wide, extending full length of ski. Top protective edges; tip and heel protectors.

**ERIKSEN Stein Eriksen #14, \$65.00;** without edges, \$52.50. Standard model. Made in Norway. Lengths 5'11" to 7'3", available in soft, medium or hard flexibility. Double grooved flat top, ASP 89/72/80. Hickory and ash, laminated of 34 strips in 4 layers. Permanent plastic bottom with conventional groove. Offset, interlocking Salomon edges are 6 mm. wide and extend to within 6 cm. of the tip and all the way to the tail. Top protective edges; tip and heel protectors.

**HAMMER Slalom, \$65.00.** Made in Germany. Lengths 6' to 7'3"; hard, medium and soft flexibilities. Flat top, laminated hickory; marked with balance point and guide line for binding. Permanent plastic bottom with offset, interlocking spring steel edges that extend from the heel to within 7.5 cm. of the tip.

**KNEISSL Cortina Combination, \$65.00.** Made in Austria. Lengths 180 to 225; hard, medium or soft flexibility marked on ski. Convex "dom" top, ASP 92/73/82. All hickory, laminated of 24 strips. Permanent plastic bottom, sides and top edges. Offset, interlocking Kneissl Special Edge (KSK) is 6.5 mm. wide, 1.25 mm. thick, slightly hollow ground, and extends to the heel and within 2.5 cm. of the tip. Heel, tip protectors.

**GRESVIG G-5, \$67.50;** without edges, \$55.50. Made in Norway. Lengths 5'11" to 7'3"; soft, medium, hard flexibilities. Flat top, ASP 89/70/79. Laminated of hickory and ash, 24 strips in 3 layers. Permanent plastic base. Offset, interlocking Salomon edges are 6 mm. wide, extend to within 6 cm. of the tip and all the way to the tail. Top and sides entirely covered with plastic. Heel protector; top protective edges.

**AUTHIER Souplex, \$69.50.** Made in Switzerland. Lengths 180 to 220; hard, medium, soft flexibilities. Flat top, ASP 90/74/80. Laminated of 7 hickory and ash strips in 3 layers. Permanent plastic bottom with offset, beveled GS Usine edges 6 mm. wide that extend to within 2 cm. of the tip and all the way to the heel. Top protective edges.

**DARTMOUTH Championship, \$69.50;** without edges, \$62.50. Made in U.S.A. Lengths 6'6" to 7'3"; hard, medium or soft flexibility. Balance point marked. ASP 88/72/80. Flat top, laminated of 13 hickory strips in 3 layers. Bottom of permanent plastic, with choice of several offset, interlocking Dartmouth edges. Top protective edges; tip and heel protectors.

**KNEISSL Cortina Slalom, \$69.50.** Made in Austria. Lengths 200 to 220; hard, medium or soft flexibility marked on ski. Convex "dom" top, racing proportions. All hickory, laminated of 24 strips. Permanent plastic bottom, sides and top edges. Offset, interlocking Kneissl Special Edge (KSK) is 6.5 mm. wide, 1.25 mm. thick, slightly hollow ground, and extends to the heel and to within 2.5 cm. of the tip of the ski. Tip and heel protectors.

**ROSSIGNOL Olympique, \$69.50.** Made in France. Lengths 180 to 220; hard, medium, soft flexibilities. Double grooved flat top, ASP 89/73/79. Laminated of 20 strips, all hickory. Permanent plastic bottom with offset, interlocking Salomon Super Competition edges 6 mm. wide that extend the full length of the ski. Top protective edges; tip and heel protectors.

**ROSSIGNOL Slalom, \$69.50.** Same as Olympique model, but narrower: ASP 86/70/76.

## \$70 AND UP

**DALE BOISON Dynaglas, \$70.00.** Manufactured in U.S.A. Sizes 6'3" to 7'3"; hard, medium, soft flexibilities marked on ski. Flat top, ASP 92/76/84. Molded of fiberglass and aluminum, bonded with resin plastic. One-piece edges are molded into the ski, are of approximate hardness Rockwell C 45 and extend to within 10 cm. of the tip and 3 cm. of the heel. Tip protectors.

**KAESTLE Combination, \$74.50.** Made in Austria. Lengths 180 to 220; hard, medium and soft flexibilities. Balance point marked. ASP 89/73/80. Flat top, hickory and ash, laminated of 13 strips in 3 layers. Permanent plastic base. Equipped with offset, interlocking Kaestle Special (SK) edges of hardness Rockwell C 42. Top protective edges; tip and heel protectors.

**A & T Sun Valley Competition, \$75.00.** Made in U.S.A. Sizes 6'9" to 7'3", in choice of hard, medium or soft flexibility. Binding position and flexibility are marked on ski. ASP 89/75/-80. Flat top, laminated of 5 hickory and European ash strips in 3 layers. Bottom of Cellofix permanent plastic with offset, interlocking Salomon Super Competition edges 6 mm. wide that extend to within 5 cm. of the tip and all the way to the heel. Top protective edges, heel protectors.

**HART Alumi-Flyte; black, \$75.00; colors, \$85.00.** Made in U.S.A. Lengths 195 to 220; hard, medium or soft flexibility. ASP 90/75/82, skis marked with flexibility and balance point. Flat top, sandwich construction, laminated of aluminum, steel, wood and plastic. Plastic covers all but protruding sides of spring steel sole, which form one-piece, full length edges of hardness Rockwell C 50 to 55.

**ROSSIGNOL Emile Allais Plastic, \$79.50.** Made in France. Lengths 185 to 220; hard, medium, soft flexibilities. Double grooved flat top covered with plastic, ASP 89/71/79. Laminated of 20 strips, all hickory. Permanent plastic bottom with offset, interlocking Salomon Super Competition edges 6 mm. wide that extend the full length of the ski. Top protective edges; tip and heel protectors.

**LAMBORGHINI Cortina, \$79.95.** Made in Italy. Lengths 180 to 220; hard, medium or soft. Flexibility, balance point and binding position marked on ski. ASP 89/70/76, choice of flat or ridge top. Laminated of hickory, ash, plastic, steel and glass. Celloflex plastic base over sealed wood. One-piece offset Lamborghini edges are 6 mm. wide, 1.2 mm. thick, run full length of ski. Top protective edges. Tip and heel protectors.

**AUTHIER Vampire-Festival, \$82.50; without edges, \$75.00.** Made in Switzerland. Lengths 180 to 220; hard, medium, soft flexibilities. Flat top, ASP 90/74/80. Laminated of 7 hickory strips in 3 layers, with steel reinforcement in sides. Permanent plastic bottom. Offset, interlocking GS Parsenn edges extend to within 2 cm. of the tip and all the way to the heel. Top protective edges; heel protector.

**ERIKSEN Stein Eriksen #13, \$85.00; without edges, \$72.50.** Multigroove model. Made in Norway. Lengths 5'11" to 7'3", available in soft, medium and hard flexibilities. Double grooved flat top, ASP 89/72/80. Hickory and ash, laminated of 34 strips in 4 layers; full plastic top. Multigrooved permanent plastic bottom with offset, interlocking Salomon edges 6 mm. wide and extending to within 6 cm. of the tip and all the way to the tail. Top protective edges; tip and heel protectors.

**HEAD Standard, \$85.00.** Manufactured in U.S.A. Lengths 5'9" to 7'6"; hard, medium, soft flexibilities marked on ski. Flat top, ASP 89/76/82. Sandwich construction, laminated of 7 strips of aluminum, plastic, spring steel and wood in 6 layers. Permanent plastic base, top and sides. One-piece offset edges extend to within .6 cm. of the tip and .1 cm. of the heel, hardness Rockwell C 50.

**ATTENHOFER Metallic, \$90.00.** Manufactured in France. Lengths 6'3" to 7'3", medium flexibility. ASP 86/74/81, ridge top construction. Laminated of 3 layers of aluminum, partial wood core; metal footplate is adjustable for position and length, rides independently on plastic shims. Bottom covered with Lapofart semi-permanent plastic. Replaceable offset, beveled, breadknife Salomon edge sections are 7 mm. wide, 1 mm. thick, of tempered hardness Rockwell C 40; edges are riveted through the ski and extend to within 3" of the tip and 1" of the heel.

**KNEISSL Kanone, \$90.00.** Made in Austria. Available in lengths 200 to 225, hard or medium flexibility. Flat top, racing proportions. All hickory, laminated of 22 strips. Permanent plastic bottom and sides. Plastic covers all but 1.5 mm. of the offset hidden edge, which extends to within 2.5 cm. of the tip and all the way to the tail. Top protective edges, tip and heel protectors.

**KAESTLE Downhill, \$92.50.** Made in Austria. Sizes 210 to 220; available in hard, medium or soft flexibility. Balance point marked. ASP 92/76/83. Flat top, hickory and ash, laminated of 13 strips in 3 layers. Permanent plastic base. Kaestle Special Edge (SK-DH) sections are offset and interlocking. Top protective edges; tip and heel protectors.

**HEAD Master, \$98.50.** Manufactured in U.S.A. Lengths 6'6" to 7'3". Stiffer, slightly heavier than standard model. Flat top, ASP 89/75/79. Sandwich construction, laminated of 7 strips of aluminum, plastic, spring steel and wood in 6 layers. Permanent plastic base with multigroove pattern superimposed over conventional groove; plastic top and sides. One-piece offset edges extend to within .6 cm. of the tip and .1 cm. of the heel, hardness Rockwell C 50.

SKI, NOVEMBER, 1955

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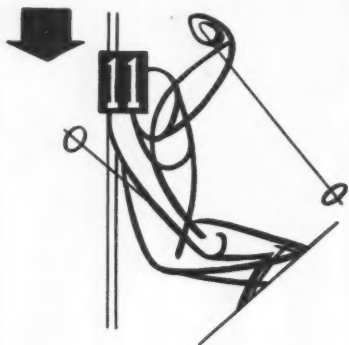


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VIII WINTER OLYMPICS • 1960

## California leads in lift construction

Californians are perhaps the most fortunate among skiers who live in metropolitan areas. From warm, sunny climes to snowy slopes around Los Angeles is a climb of only a few thousand feet. A Los Angeles businessman can get in a few runs after lunch as easily as a round of golf. On a day off, he can take the 7 a.m. plane to Reno and fly back the same evening. On a weekend he can prolong his stay in the Sierra loop, Mammoth Mountain or other resort areas to the north, or he can find plenty of good skiing in the vicinity of Los Angeles. The Tahoe region—including resorts such as Squaw Valley, Sugar Bowl, Reno, Edelweiss, Donner Ski Ranch, Sierra Ski Ranch and Cisco—is even more easily reached via U. S. 40 by San Francisco skiers, who need drive only 163 miles to reach their favorite area, Dodge Ridge, on Highway 108 at Sonora Pass.

Yet so great is the weekly exodus of skiers from California population centers that not even the expansion and development contemplated for future years, let alone this season's improvements, are expected appreciably to reduce waiting lines. On the contrary, new facilities—including four chair lifts and four Pomas—will barely keep pace with the increase in the number of skiers after the boom 1954-55 season.

### Big deal at Bijou

As with nickel-a-night and nickel-a-day nickels, not all the loose change that skiers dispense in slot machines is lost to them forever. One mile from Calvada two club owners, Curly Musso and George Canon (who is also president of the Highway 50 Association), are backing a new ski development on Monument Mountain that promises to be one of the most monumental in the country. Also in on the deal are Tahoe rope tow operators Rudy Gersick and Chris Kurausa, sporting goods store owner who promoted the new area and will act as manager. The exact location is at Bijou on U. S. 50 on the south shore of Lake Tahoe.

Starting at 6,700 feet, three chair lifts in tandem will eventually rise to the 11,000-foot summit of Monument Mountain, providing skiers with a vertical drop of over 4,000 feet. Terrain varies from gentle intermediate slopes to precipitous downhill courses that will certainly be the scene of some of the most thrilling competitions ever held in this country. The first of these lifts, the latest Heron double chair with arm and foot rests and cylindrical towers, will be in operation next month. Rising to 8,310 feet, it will service the base wall of Monument Mountain, two advanced trails and two intermediate trails. The total cost of the lift, installation and related improvements is approximately \$185,000.

A new lodge with ski shop, teenage bar, lounges, cafeteria, dining room, and grownup bar is being built at the base of

the lift at a cost of about \$65,000. The area already has two rope tows, a ski hut, and a fourteen-meter jump, plus sixty-eight nearby motels and resort hotels to accommodate skiers.

Heavenly Valley is the name chosen for the new ski area, but we like Bijou better: Bijou, a many-faceted gem of a resort.

### Approach to Shasta

by FRANK WALTON KIEFER

Prompted by northern California ski enthusiasts, government officials have paved the way for construction of a big chair lift on the southerly slopes of 14,162-foot Mt. Shasta. Construction of the lift, a lodge and a campsite—at a total cost of nearly \$1 million—hinged on development of an access road.

At a meeting August 30 in Sacramento, a group called the State Forest Highway Programming Body authorized spending \$380,000 federal money this year to develop an existing fifteen-mile road from the town of Mt. Shasta, Calif., to Panther Meadow, the lift site. The group also tentatively approved a \$300,000 appropriation for next year's building and \$200,000 for final paving the year after. Supervisors of Siskiyou county, where the mountain is located, have authorized spending \$60,000 on the road during the first two years of construction. They also agreed to have the county take over maintenance and plowing a year after the road's completion.

The three-mile lift will rise from 8,000 to 10,500 feet in two stages. Planners want it ready in three years so Olympic skiers can test the slopes before traveling to the 1960 Winter Olympics at Squaw Valley, Calif. Chapman Wentworth, youthful editor of the weekly *Dunsmuir News*, is chairman of the citizens' lift development steering committee.

Engineers began preliminary work on the road in September; actual grading and paving will take three years. But after road bids are awarded in the spring, the U. S. Forest Service will issue a prospectus "advertising that we will entertain proposals for lift, lodge and campsite development," said Paul Stathem, supervisor of Shasta-Trinity National Forests.

### Master plan for 1960

At Squaw Valley, Calif., best equipped resort in the Sierra loop and site of the 1960 Olympic games, a large team of architects, engineers and other experts is setting up a master plan for construction of needed facilities, including bob run, jump, and skating arena. The actual building job has been postponed until next year when work will begin as soon as deep Sierra snows are melted.



## Poma near Pyramid Peak

Another worthwhile stopping place on the Sierra circuit this season will be the Sierra Ski Ranch just across from Pyramid Peak near the south shore of Lake Tahoe. Here Vernon and Barbara Sprock are putting in a 2,600' x 600' Pomalift with a capacity of 900 skiers per hour. The area also sports two rope tows, a coffee shop, ski rental and equipment shop, and ski school headed by John Yonkow, certified FWSA instructor and former German Olympian.

## Cisco developed

Tunnel Mountain, eighty-five miles east of Sacramento on U. S. 40, was one of the first good ski areas in northern California. Since 1932 it has been visited by skiers from the San Francisco Bay area, and for many years it has been operated by the Auburn Ski Club, which constructed a series of jumping hills, the scene of many a regional competition.

The area has great potential and is now at last being developed privately. It offers good skiing for beginners and experts alike, even after heavy snowfalls when higher elevations are inaccessible. Wayne Poulson's new 1,400' x 500' Pomalift with a capacity of 900 per hour will serve a steep slalom hill for the experts as well as a variety of gentle terrain.

## New chair at Donner

The really big lift going in on U. S. 40 is the United Tramways deluxe double chair at Donner Ski Ranch on Donner Summit. This much needed improvement will provide 800 skiers per hour with 750 vertical feet of fine skiing. The new chair lift should begin operation on December 1.

## Dodge doubles

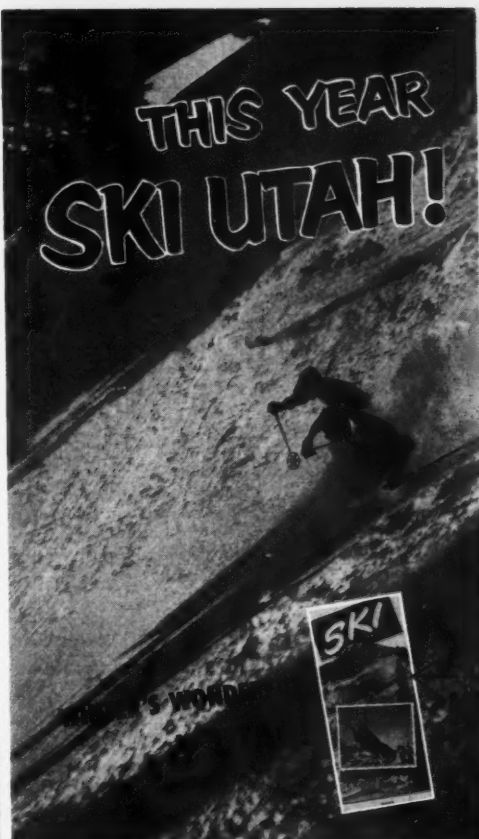
Good news for San Francisco skiers: nearby Dodge Ridge has nearly doubled its facilities for the coming season at a cost of approximately \$180,000. A new Pomalift, 2,300 feet long with a vertical rise of 600 feet, and three new rope tows will supplement the big Heron double chair lift and nine tows that served 150,000 skiers who visited the area last season.

In the past, the steeper slopes of the bowl just east of the main area have been accessible only via a long traverse from the top of the chair lift. The new Pomalift will provide direct access to the bowl and continuous skiing for the experts.

Manager Earl Purdy, who launched the area in 1950, reports the base-station restaurant, ski shop, rental shop, and sun porch have been extended to a length of 104 feet, and that the parking area is now adequate to handle close to 2,000 cars. Complete rental units will be available for more than 600 skiers, and rental lockers will be available to skiers who wish to store their equipment at the area.

Meanwhile Dodge Ridge Ski School director Eric Johnson has successfully promoted a companion resort six miles to the east. The \$175,000 Cold Springs Chalet will provide meals, lodging, and nighttime

SKI, NOVEMBER, 1955



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recreation now lacking at Dodge Ridge. The chalet and its two tows will be in operation this winter. Johnson, vice president, will serve as resident general manager of the new resort; president of the corporation is Monte DeGeire, operator of a Berkeley sporting goods store.

**Dave McCoy's new lift**

Next to the recently replaced tow on Suicide Sixth at Woodstock, Vt., Dave McCoy's series of rope tows on Mammoth Mountain near Bishop, Calif., have long been known as the fastest in the country. And Mammoth is one of the few major areas whose reputation has not depended upon the convenience of a major lift.

For many years the home of Hans Georg's Ski School, Mammoth has produced outstanding skiers, among them Bob and Jill Kinmont. While by late spring the snow turns rotten throughout most of the Sierra, the skiing at Mammoth generally remains excellent well into the summer, and the annual July Fourth race is the social event of the California ski season. The completion of a 3,200' x 950' United Tramways double chair lift this fall confirms Mammoth's standing as one of the major areas in the West.

Construction of the big lift has been accomplished in slow stages. Last summer the steel and concrete foundations for the towers were finally in. The lift will begin running in early December. Its 800-an-hour capacity will no doubt encourage other improvements, including expansion of lodge facilities in the area.

**Southern California mushrooms**

Never a season goes by without somebody building a new lift in southern California, where ski facilities have mushroomed like everything else. Table Mountain, near Wrightwood, Calif., has long been known as one of the best beginners' areas in southern California, but none of its expert terrain was served by tows. To supply this lack, owner Howard V. More, an engineer who learned to ski thirty years ago in the foothills west of Denver, is installing a high-speed 2,200' x 720' Pomalift. The lift will handle 1,200 skiers per hour. More is also erecting a third bunny tow, bringing the total of ropes to seven. The area is already equipped with an FWSA ski school, attractive lunch counter, ski rental shop and a large paved parking area.

Also in the Big Pines area, Dick Springer's home-made chair lift is an annual subject of speculation among Los Angeles skiers. This fall they are offering even money that he will complete it before the start of the season.

**Improvements at Reno**

An unusual amount of work has been done on ski runs at Reno Ski Bowl. The upper traverse to Gold Run, Central Pacific and Big Bonanza has been widened, graded, snow-fenced and manicured. A new run connecting Central Pacific and Big Bonanza has been cleared, and on the northwest face of Slide Mountain a major project has been clearing and improvement of Northwest Passage and Bullwhip runs.



SUSAN COOPER WEIL

SKI, NOVEMBER, 1955

In addition, a second beginners' rope tow has been added, and the existing tow has been relocated. These developments were climaxed by the signing of Steamboat Springs' Gordy Wren as director of the ski school and of Reno's famous junior program.

Slide Mountain has enormous potential as a ski area, especially in view of its proximity to Reno. The "back side," as yet unserved by lifts, holds out the possibility of long and precipitous runs—the super-expert terrain that Reno now lacks.

Since the upper of two double chair lifts at Reno Ski Bowl is now reached via a perfectly good road, the lower lift stands idle most of the year. When money becomes available, this fine lift should be moved to another part of the mountain. Had Reno succeeded in acquiring the 1960 Olympic Games, this and other changes would have been brought about immediately. In the absence of such an incentive, it will probably be several years before Slide Mountain is fully developed.

#### SOUTHWEST:

### 'Skikuli' Blake


Things are popping in New Mexico, and in the middle of things, as usual, flying about in his Cessna, is Swiss-American Ernie Blake. Ernie represents the German Skikuli lift, and he has evidently convinced several New Mexico ski entrepreneurs that they can buy something that looks and acts like a T-bar for very little money. Two 1,000-foot Skikulis will supplement the existing T-bar at Albuquerque, N. M. this season. The handle-bar Skikuli servicing the upper slopes at Sante Fe Ski Bowl will presumably remain in operation.

Since oilman Joe T. Juhan sold out the Sante Fe Ski Bowl to a Philadelphia group this summer, former manager Blake no longer has any connection with the area. After failing in an attempt to purchase the bowl, he and Texas friends, among them football star Doak Walker, are launching an entirely new area just north-east of Taos, N. M. on the north slopes of Mt. Wheeler, highest mountain in the state (13,156 feet). There they have a forty-five-bed lodge about two-thirds completed. Plans call for the removal of the present 2,200-foot Taos lift to this location, installation of two T-bar Skikulis, and possibly the purchase of a Tucker Sno-Cat. If completed this fall, the new area should prove a boon to Texas and Oklahoma skiers.

#### ROCKY MOUNTAINS:

### Brighton expands

At Brighton, Utah, twenty-six miles east of Salt Lake City, a new Riblet double chair lift is being installed on Mt. Majestic at a total cost of about \$100,000. The Alpine Rose Lodge, which accommodates eighty-five, is being enlarged to include a game room, sun deck and all the trimmings. The area already has a T-bar lift parallel to the new double chair plus



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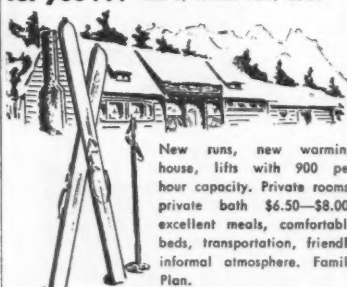
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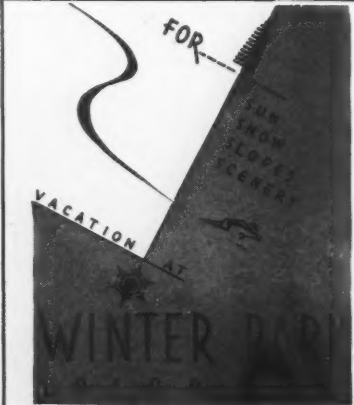
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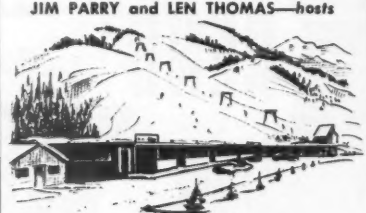
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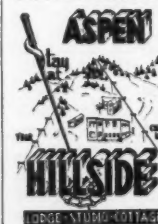
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## RESORTS

a single chair lift across the way. The new lift rises 725 feet over a distance of 3,600 feet and has a capacity of 900 skiers per hour.

Last season Brighton's excellent facilities, the good snow and manager Zane Doyle's engaging personality combined to attract 75,000 skiers to the area—25,000 more than during the previous season. Less well known than Alta, Brighton has attracted its clientele largely from Salt Lake City itself. Many of Utah's outstanding skiers, including present Olympian Marvin Melville, took their first ski lessons at Brighton.

### Mortician gets the bug

Ski enthusiasm is contagious. Three seasons ago W. E. Sharp, mortician of Monte Vista, Colo., took up skiing. Since then he has put five of his six children on skis, aged six to sixteen, and sold some 250 townspeople on developing the rope tow area at nearby Wolf Creek Pass which the local ski club has operated for twenty years. This season, the newly-formed Wolf Creek Ski Development Corporation will have ready a 2,500' x 700' Pomalift with a capacity of 330 per hour, a parking area for 100 cars, and a new trail.

Next year Sharp expects to establish a ski school, and a ski shop at the tow site. (The area could easily support a full-time instructor this season; any takers?) Future plans call for a \$50,000 lodge with a restaurant, shop and some over-night accommodations. Motel accommodations are available for 150 people at Baxterville, twenty miles from the area. The terrain available at Wolf Creek Pass (elevation 10,850 feet) warrants the construction of a big chair lift sometime in the future.

### Hidden Valley lifts

At Hidden Valley in Rocky Mountain National Park, Colo. where the National Park Service has carved out a ski area over the past few years, the Colorado Transportation Co. has installed two United Tramways lifts in tandem, 1,200' x 450' and 2,300' x 750' with capacities of 500 and 600 per hour respectively. The area already has two beginners' rope tows, a temporary shelter house and lunch bar.

### Bottlenecks removed

Aspen, Colo. is consolidating its gains of last season—principally the new Heron double chair lift on the upper part of the mountain. Several trails and traffic bottlenecks are being widened, and more than the usual amount of grading and manicuring is being done.

### New run named

At Sun Valley, Ida. the new run, named Holiday, has been extended upward some 300 to 400 yards and now begins at the upper part of Rock Garden, providing ready access from College Ridge and Cut-Off. Nelson Bennett's crew has also been experimenting with a new weed-killing agent which effectively retards the growth of such shrubs as choke cherry and sage brush. The outdoor skating rink is being doubled in size.

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## RESORTS

### Timberline revamped

The U. S. Forest Service is known to be extremely choosy about who shall operate its resort concessions. If mistakes are made, these are unforeseeable. Unfortunately, one of these mistakes concerned a great ski area, Oregon's Timberline on Mt. Hood.

Last season the former management of Timberline Lodge declared bankruptcy as the final act of mismanagement which resulted not only in bad debts, but dilapidation, ill-will, under-development of the area and a sorry reputation among skiers. During the spring months, the lodge was closed down. At length, from a large number of bidders, the U. S. Forest Service selected Richard L. Kohnstamm and awarded him a ten-year operating permit. Kohnstamm is determined to restore Timberline to its position as one of the top ski areas in the country, and a year-round area at that.

When the Lodge reopened July 1, Kohnstamm provided sno-cat service for summer skiers. He then reconditioned the old chair lift above the lodge, and he is now installing a new Riblet double chair lift on the sheltered slopes below the lodge. The new 3,300' x 600' lift has a capacity of 900 skiers per hour and will provide good skiing when heavy snows or high winds make the upper lift unusable. The new lift is being installed at a cost of about \$100,000.



Timberline Lodge in August

From trips to Europe, he and Mrs. Kohnstamm have brought back an enthusiasm for top-flight European resort hotel service, and many of the services he noted will be featured at Timberline. Eventually a new wing will be added to the massive stone and hewn-timber lodge to provide additional accommodations during the peak season.

Timberline is the only resort in the U. S. to maintain year 'round skiing facilities. This year the last heavy snow, slightly more than a foot, fell on July 1. Among summer visitors were skimoviemaker Warren Miller and Aspen mentor Fred Iselin, who completed a ski film there during July and the first week of August.

Situated 6,000 feet above sea level, Timberline Lodge was built by the federal government as a relief project during the depression and was officially dedicated by President Roosevelt February 4, 1938. Among its outstanding features are hand-made draperies and furniture, original animal carvings and impressive rustic architecture.

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## Biggest lift

The Northwest's largest chair lift is nearing completion this month at White Pass, fifty miles west of Yakima on Highway 5. The Riblet double chair is a mile long, rises 1,520 feet and will carry 600 passengers per hour. In addition, the White Pass Chair Lift Co., which has raised close to \$300,000 from ski-crazy Yakima fruit-growers, is putting in a 1,950-foot Pomalift to boost the area's weekend capacity.

About six and one-half miles of trails will be served by the new lift this season. As much clearing and grading as possible will be done before snow flies. White Pass enjoys good powder snow skiing from the end of January until April, since it is shielded from excessive moisture by the great mass of Mt. Rainier to the west, and since the mean winter temperature runs five to six degrees lower than at other Washington ski areas. In addition to the new lifts, White Pass has four rope tows ranging from 350 to 1,100 feet in length, and a weekend ski school that boasted eighteen certified instructors last season. At present, there is lodging for only thirty persons in the area proper.

## Snoqualmie boosts capacity

Forty-six miles from Seattle at Snoqualmie Summit, biggest bunny factory in the west, operators Webb and Virginia Moffett are adding a 1,000-foot Pomalift to the rope tow area. The new lift may or may not be in operation by the time snow flies. Also in the maybe stage is the beautifully designed Thunderbird restaurant and gift shop under construction at the top station of the Heron double chair lift completed last year.

One of the best run and most catholic of ski areas, and one of the very few in the northwest that operate daily, Snoqualmie features unusual services such as a nursery, floodlight skiing, the Seattle Post-Intelligencer free ski school and a free "housewives" ski school on Thursdays. One hundred thousand skiers visited the area last season—the second highest attendance in the U. S.

## T-bar near Banff

A new T-bar lift is going up in the Canadian Rockies near Banff, Alberta. The lift is located at Sunshine Village, fourteen miles from the main ski area. The need for a lift at higher elevation than Banff proper was painfully apparent last season when the area suffered an unwonted lack of snow. The chair lift area at Banff lies between 5,000 and 7,000 feet; the ski area at Sunshine Village, on the other hand, lies between 7,000 and 9,000 feet and the average annual snow cover is up to three times as deep.

The new T-bar at Sunshine Village is approximately 2,000 feet long with a vertical rise of 500 feet and a capacity of 360 skiers per hour. The lift was imported from Sonthafen, Bavaria—towers, cable and bars—and will be installed at a total cost of about \$30,000. A similar lift will be erected next year to the northwest. Sunshine will then have two lifts, in addition to a ski school and an eighty-bed lodge.

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# Mont Tremblant Lodge

MONT TREMBLANT, QUÉBEC, CANADA

November 1955

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SKI WEEKS  
1955-56**

**December 11-17**  
Rendezvous Week

**December 18-24**  
T-Bar Week

**Jan. 1-7**  
Carnival Week

**Jan. 8-14**  
Slalom School Week

**Jan. 15-21**  
Children's Week

**Jan. 22-28**  
Taschereau Week

**Jan. 29-Feb. 4**  
Ryan Cup Week

**Feb. 5-11**  
Devil's River Week

**Feb. 12-18**  
Valentine Week

**Feb. 19-25**  
Washington's  
Birthday Week

**Feb. 26-March 3**  
Kandahar Week

**March 4-10**  
Mont Tremblant Week

**March 11-17**  
Snow Plow Week

**March 18-24**  
Ski Club Week

**March 25-31**  
Spring Vacation Week

**April 1-7**  
Easter Week

**April 8-15**  
Springtime Ski Week



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This will indeed be a festive season at Tremblant, and we especially hope that all our old friends will return for the fun. Ernie McCulloch and all the staff at L'École du Ski de Mont Tremblant, and Norman, Marcel, Guy, Emil—everyone here will be waiting to welcome you warmly. (Norman has even invented a festive new beverage called "Tremblant T", which he will be delighted to serve to all brave comers.)

Of course, we wish that all our friends would join us for Christmas. There's a wonder and magic about our mountain village at Yuletide that makes it a never-to-be-forgotten experience. Especially for the children.

In any case, just let us know when to expect you. We'll see to it that you have a wonderful time—and the most wonderful skiing ever! À bientôt...

*Mary R. J. Ryan*

Mme. Joseph B. Ryan, Présidente  
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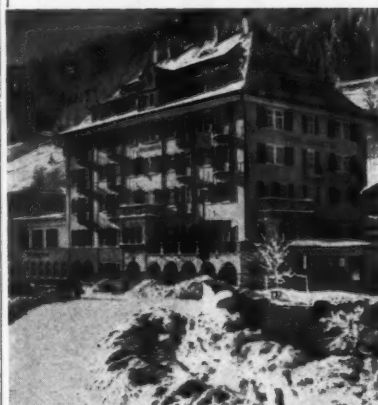
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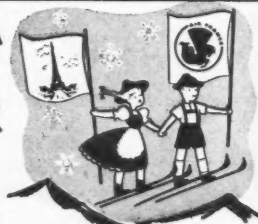


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From \$4. E. P. Cocktail lounge. Food recom. by Gourmet. Phone Man. 319 for Reserv.

HOLIDAY HOUSE

Rooms with, without bath, bunkrooms for College Group from \$7. A.P.

KANDAHAR LODGE

Closest to Bromley & Snow Valley. Fine food & accommodations. Folder.

ORVIS INN

Full Hotel Services—Reservations Requested. Cocktail Lounge—American Plan—Capacity 50.

#### PERU

BROMLEY HOUSE

Still biggest! Still best!

WILEY INN

An AAA Inn. 1 mile to Bromley. Game room. Skiers plan.





New Valluga tramway runs from top of old Galzigbahn to the Valluga

# Arlberg

## SKICENTER

### Austria

4200-8500 feet

**St. Anton-St. Christof  
Zürs  
Lech-Oberlech  
Stuben**

4000 beds with modern Comfort.

Good train- and flying-connections from the capitals of the world.

The famous wintersport-centers with beautiful downhill runs and slopes. Skiing from December to April. The country where you learn to ski. Many social and sporting events. Standard-Races, skating.

Outstanding facilities for visitors:

- 5 Cable-cars
- 2 Double chairlifts
- 3 Chairlifts
- 15 T-bar lifts

For information contact the Verkehrsvereine or Austrian State Tourist Dep., 48 East 48th Street, New York, N.Y.

### SKI in the ALPS of AUSTRIA and SWITZERLAND

ALL EXPENSE  
**\$543** <sup>60</sup>/<sub>up</sub>

via SWISSAIR, KLM, SABENA  
or by steamer

(Family Plan)  
includes

TRANSPORTATION

FOOD & BEVERAGE

HOTELS

HEATING CHARGES

MEALS

SKI LIFTS  
CABLE CARS

TRANSFERS

TIPS & TAXES

#### INDEPENDENT SKI TRIPS

**"GO AS YOU PLEASE"**  
Leaving from New York  
every day

#### CONDUCTED SKI TOURS

Jan. 13—Gloria & Lavern Trepp's  
2nd Mid-Western Ski Holiday  
to Austria  
Feb. 17—Gretta & Bill White-  
lord's 3rd Tyrolean Safari to  
Kitzbühel  
Feb. 23—Vera Pirquet's 6th An-  
nual Three Country Alpine Ski  
Tour  
Mar. 3—Frank & Muriel Sco-  
field's 6th Annual European  
Ski Tour  
Mar. 10—Paul & Paula Valar's  
3rd Annual Spring Ski Tour  
April 6—Glacier Ski Tour

SKI NOW—PAY LATER

#### GENERAL TOURS

595 Madison Ave. • New York City • PL 1-1440

Dear Mr. Lehr,

Please send folders for INDEPENDENT SKI TRIPS ☐

for CONDUCTED SKI TOURS ☐

Name of Leader

NAME

ADDRESS

CITY

STATE

TEL.

## Ski with us in AUSTRIA

Enjoy days of perfect skiing and gay romantic evenings in the new free Austria! Try the best of all ski schools. Instruction in English. Dependable snow and sun, unsurpassed cable and lift services, high touring and the world's lowest costs, with accommodations from \$3 a day for everything. Season from Christmas to May. See your travel agent or write:

Austrian State Tourist Department, 48 East 48th Street, New York 17.



# Stowe, Vermont Real Estate

BUSINESS, RESIDENTIAL AND  
CHOICE BUILDING SITES.

**INTERESTING AND PROFITABLE  
BUSINESS OPPORTUNITIES**

**FULLY EQUIPPED VILLAGE INN, CENTER OF  
STOWE. BAR AND COCKTAIL LOUNGE  
SHOWS EXCELLENT PROFIT. ALL IN TIP TOP  
CONDITION.**

**MOTOR COURT ON BEAUTIFULLY LANDSCAPED  
PROPERTY HAS BEEN OUTSTANDINGLY SUC-  
CESSFUL both from standpoint of profit and  
patronage . . . summer and winter operation.  
Books available to interested parties.**

**VERY NICE SMALL MOTEL ON THE MOUNTAIN  
ROAD ROUTE 108 HAS 450 foot frontage on  
Stowe's most wanted road, over 3 acres of  
land for expansion. Excellent view of Mt.  
Mansfield and Worcester Range.**

**MOTOR COURT AND MOTEL PLUS FULLY  
EQUIPPED RESTAURANT ON 8 acres of nicely  
landscaped land ON ROUTE 2 MAIN ROAD  
FROM MONTPELIER TO STOWE . . . has  
been a summer operation but can be easily  
converted to winter as well . . . OPERATION  
FOR SUMMER MONTHS HAS SUPPORTED  
TWO FAMILIES. FROM ALL ANGLES A GOOD  
PURCHASE.**

All above listings are exclusive with

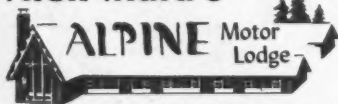
**FRANKLIN E. GRIFFIN  
REALTOR**

**STOWE, VERMONT**

DIAL STOWE MY 6-2604 or write

## Grow With Stowe

### Nick Mara's



**STOWE, Vermont**

Located on Mt. Mansfield Road  
leading to all lifts

**NEW and UNIQUE! Luxurious motel  
accommodations combined with gay  
ski-lodge living. All rooms with bath,  
ind. thermostats, carpeting, sound-  
proof. Delightful Alpine Lounge fac-  
ing Mt. Mansfield. Excellent meals.  
Game-TV-room. For a Happy Ski-  
Holiday, Nick Mara invites you to re-  
serve at THE ALPINE, Phone MYrtle  
6-2700. Folder.**

## WHERE TO STAY

ADVERTISEMENT

### BURLINGTON

#### HOTEL VERMONT

Vermont's largest—Vermont's finest. Rooms, \$3.50  
up. Sugar House. Convenient transportation to  
slopes.

### WEST DOVER

#### SNOWBROOK

"Its brudel in der vinter here!"

### ELY

#### ELMWOOD FARM

Hunting, riding, skiing—cross country, towns near,  
families, groups, write, Fairlee FE 3-6771.

### MANCHESTER

See Bromley Region.

### PERU

See Bromley Region.

### ROCHESTER

#### ROCHESTER INN

Easy driving distance of three major ski areas.  
Information and rates furnished on request.

### RUTLAND

#### PICO PEAK

Long Trail Lodge at Pico Peak. Adjacent lift.  
Rooms, dorms. Rates \$7.50 up, meals included.

### SOUTH LONDONDERRY

See Bromley Region.

### STOWE

#### ALPINE MOTOR LODGE

Nick Mara's luxurious motel accommodations  
combined with gay ski-lodge living. Alpine  
Lounge, excellent meals. From \$10 A.P. Phone  
6-2700.

#### ATTIC & BARN. COTTAGE

Rentals, Lodgings—"Foot Mansfield."

#### THE CLARKS' LODGE

Rec. A.A.A. Tel. 6-7266

#### DONOVAN'S HOB KNOB

Modified American plus Transient Dinners. Tel.  
MY 6-2612

**EDSON HILL MANOR & THE RED HOUSE**  
Genial ski living at its best. Superior food. Every  
modern convenience. Private tow, snow-cat, tour-  
ing trails on grounds. Fine club or group accom-  
modations at Red House. Rates \$7.50 to \$18.  
Modified American Plan—2 meals. Folder. Tel.  
MYrtle 6-5981.

**GREEN MOUNTAIN INN & MOTEL**  
Stowe Village. Cap. 100. The best of ski living  
and Duncan Hines food. "The Whip" bar and  
lounge. 10 mins. to Mt. Mansfield. Busses start  
here. \$7.50 to \$13.00 A. P. Parker Perry, host.  
Tel. 6-3301. See display adv. this issue.

#### MUSHKODAY FARM

Dorms and private rooms. Cap. 50. Folder. Tel.  
Stowe 6-5931.

#### PINE MOTOR COURT

Write for folder.

#### ROUND HEARTH

Ski dorms for men and women. 140 guests. \$5.50  
daily, or \$5.25 with your own sleeping bag. Am.  
Famous circular fireplace. Best of food & fun.  
FOLDER. Tel. STOWE MYrtle 6-2223.

#### THE STOWE-AWAY

Route 108, near everything. Quality at reasonable  
rates. Tel. Stowe 6-7265, George T. Rutledge.

### WAITSFIELD

#### MAD RIVER ASSN. HOUSING OFFICE

For hospitality, information, reservations at Mad  
River Glen. (P. S. Paved access road now com-  
pleted)

### WOODSTOCK

#### WHITE CUPBOARD INN

A small country inn in famous open slope area.  
Good food. Cocktail lounge. Telephone 203.

### AUSTRIA

### KITZBUHEL

#### HOTEL GOLDENER GREIF-HARISCH

American comfort, Tyrolean charm. Rates from \$6  
American Plan.

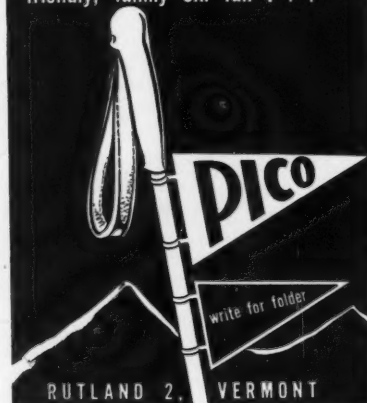
### CANADA

### LAC BEAUPORT, P.Q.

#### MANOIR SAINT CASTIN

Renowned resort hotel, 10 miles from Quebec.  
Exquisite French Cuisine. Loosli's Parallel School.  
T-Bar, rope tows, Snow Cat groomed slopes for  
experts and beginners at your door, on Hotel  
estate. More and better snow. Rates \$11-\$15.  
A.P. Special Ski Weeks from \$64.50—Folder  
Box 75.

friendly, family ski fun



### STOWE'S

popular

SKI

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See

"Where

to

Stay"

listing



### ST. BERNARD MEDALS

by Country Squire Crafts

Inscribed Patron of Mt. Climbers &  
Skiers in English & French. A new, use-  
ful & attractive gift to give yourself or  
your friends. Made of brass with leather  
thongs to attach to your belt. Send \$1  
each (or \$3 for sterling silver) to:

**EUGENE O'DONNELL** Broadmeadow Rd.  
Marlboro, Mass.



**TEX'S**  
SKI SPECIALISTS  
910 Wilshire Blvd.  
Santa Monica, Calif.  
Phone: EAbrook 4-2788  
Any broken ski repaired

The best in skiwear and equipment  
from the ski capital of the East



**SKI 'N SPORT**

Shop

**STOWE, VERMONT**

Brochure on request

### FOR SALE

Ulla Lodge, long time recognized favor-  
ite. Mad River Glen Area. Lodge fully  
furnished and equipped for 42, cap. 50-  
55. Contact Damon Gadd, Waitsfield,  
Vt. (Tel. 6R4)

## WHERE TO STAY

ADVERTISEMENT

### MONT GABRIEL, P.Q.

#### MONT GABRIEL CLUB

See advertisement on Laurentian page.

### MONT TREMBLANT, P.Q.

#### CHALET DES CHUTES

See advertisement on Laurentian page.

#### CHATEAU BEAUVALLO

See advertisement on Laurentian page.

#### DEVIL'S RIVER LODGE

At base of Mont Tremblant North Side Chair Lift and new T-Bar. All privileges and facilities of Mont Tremblant Lodge. Amer. Plan \$10 and \$12. Special skiers' bunkhouses \$1 a night (bring sleeping-bag). Write Johnny O'Rear, Mgr.

#### GRAY ROCKS INN

Snow Eagle Ski School. Lift, skating, dancing. \$7.50-11.00 with meals. Ski weeks, \$59.95.

#### HOTEL MONT TREMBLANT

See advertisement on Laurentian page.

#### MANOIR PINOTEAU

See advertisement on Laurentian page.

#### MONT TREMBLANT LODGE

See advertisement on Laurentian page.

#### VILLA BELLEVUE

See advertisement on Laurentian page.

### STE. ADELE-EN-HAUT, P.Q.

#### THE CHANTECLER

See advertisement on Laurentian page.

#### STE. ADELE LODGE

See advertisement on Laurentian page.

### STE. AGATHE DES MONTS, P.Q.

#### LAURENTIDE INN

See advertisement on Laurentian page.

#### THE MANOR HOUSE

Learn to Ski Weeks \$58.50, January, March, April. Entertainment nightly.

### ST. DONAT, P.Q.

#### JASPER-IN-QUEBEC

See advertisement on Laurentian page.

### STE. MARGUERITE STATION, P.Q.

#### ALPINE INN AND COTTAGES

See advertisement on Laurentian page.

#### CHALET COCHAND, SWISS CHALET

Canadian ski school, T-bar, tows, skating, dancing. Rates \$8 to \$11 with meals. Ski weeks \$59.50. Write Louis Cochand for folder. Phone Ste. Marguerite 85W.

### VAL DAVID, P.Q.

#### LA SAPINIERE

See advertisement on Laurentian page.

### VAL MORIN STATION, P.Q.

#### FAR HILLS INN AND COUNTRY CLUB

See advertisement on Laurentian page.

## SWITZERLAND

### AROSA

See advertisement in this issue.

### DAVOS

See advertisement in this issue.

### DAVOS-PARSENN

#### GRAND HOTEL BELVEDERE

### KLOSTERS

See advertisement in this issue.

#### CHESA GRISCHUNA

A world-famous hotel in the center of some of the world's finest skiing. Favored by discriminating skiers for its accessibility to the Parsenn snow-fields, its gourmet table and cheerful atmosphere. For beautifully illustrated brochure, write Hans Guler, host.

#### HOTEL SILVRETTA

A leading first class hotel. Aerial-cableway to Gotschna-Parsenn, informal atmosphere, moderate to deluxe accommodations. Ski school, orchestra, bar, dancing. For rates and reservations write George Rocco, (Swiss) Manager.

### ST. MORITZ

See advertisement in this issue.

#### BADRUTT'S PALACE HOTEL

One of the world's finest hostels. For rates and literature write Andrea Badrutt, Director.

#### HOTEL SCHWEIZERHOF

First class hotel in the center. Quiet, free and sunny position.

#### SUVRETTA HOUSE

See advertisement in this issue.



# Ski

the Winter  
Wonderland  
for your  
**WHOLE**  
Family



for  
FREE  
Ski Folder  
send Coupon below

### IN NEW YORK CITY:

Visit, phone CO 5-3948 or write: Vermont Information Center, 1268 Ave. of Americas, next to Radio City Music Hall —for ski information, snow conditions.

Vermont Development Commission  
Montpelier 20, Vermont

Send new color ski folder to:

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_

Zone \_\_\_\_\_

State \_\_\_\_\_



... where you can **SKI MORE** and  
**SAVE up to 50% on**  
**CHAIR LIFT RIDES!**

Unlimited chair lift rides\* at Mad River Glen for \$4.50 per day (week-ends) or \$4 per day (week days). Same rides would cost \$6 to \$8 at single ride rate! And don't forget Mad River's big 9-DAY SKI VACATION bargain ticket . . . only \$29.50 for 9 days of unlimited rides . . . less than \$3.30 per day . . . and on the finest of chair lifts, too. You'll get in MORE SKIING, because there's less waiting for MRG's high-capacity lift!

Write for descriptive folder

# MAD RIVER glen

\* These rates apply after  
Jan. 2, 1956.

WAITSFIELD, VERMONT

In Stowe  
stay at the  
**GREEN  
MOUNTAIN  
INN  
AND MOTEL**

and be sure to  
visit the  
**WHIP**



## READER SERVICE DEPARTMENT

Free information and literature for SKI readers: Please allow from two to six weeks for literature to arrive. If you need information not offered in the listings below, write to our new Reader Service Department; you will receive a prompt, courteous and helpful reply.

### SKI AREAS • FACILITIES • LODGING • TRAVEL

**O1** European resorts: the best places to ski in Switzerland, Austria, Italy and France.

**O2** European travel and accommodations, tours and itineraries: how to plan your trip to fit your budget.

**O3** Airlines to Europe: exact destinations, schedules, fares, special off-season rates.

**O4** Skiing in Chile: Farellones, Portillo, La Parva etc. and how to get there via Panagra.

**O5** New Zealand: summer skiing "down under" at Ruapehu and Queenstown, in truly Alpine terrain.

**O6** Skiing in Norway and Sweden: where to ski and how to get there, including the trans-polar flight on SAS.

**W1** Alberta in western Canada: vacations at Banff, ski-mountaineering in the famed Canadian Rockies.

**W2** The Northwest: skiing summer and winter at Mt. Hood, information on many other Oregon and Washington ski areas.

**W3** California, the "snowshine" state with more lifts than any other state in the union: information on ski areas near Los Angeles

and San Francisco, in the High Sierra around Lake Tahoe and Donner Pass.

**W4** Nevada: skitime is playtime at Reno, with its own big area and easy access to California resorts.

**W5** Idaho: you'll be pleasantly surprised to discover you can afford a January learn-to-ski week at Sun Valley.

**W6** Utah: deep powder early and late at Alta and other resorts in the vicinity of Salt Lake City.

**W7** Northern Rocky Mountains, including Wyoming, Montana and South Dakota: a treat for any skier.

**W8** Colorado: Aspen, Winter Park, Arapahoe and other areas famed for powder and healthy climate in the most ski-developed Rocky Mountain state.

**W9** Midwest ski areas: where to go for a week or a weekend in Michigan, Wisconsin and Minnesota.

**W10** Skiing in the southwest: powder snow thousands of feet above the deserts of Arizona and New Mexico.

**E1** Quebec, including the famed Laurentians, in eastern Canada: most concentrated resort area in North America, where you can enjoy excellent food and atmosphere, attend CSA ski schools and ski to your heart's content.

**E2** Maine, where new developments are springing up, is a short trip from Boston.

**E3** Vermont: Stowe and Mad River Glen in the north, Bromley, Mt. Snow, Hogback, Okemo Mt., Pico and many other areas in the south, are all good reasons for visiting the Green Mountain State.

**E4** New Hampshire: the Eastern Slopes region, Franconia, Sunapee and other popular areas in the state with the White Mountains, highest in the Northeast.

**E5** Massachusetts and Connecticut: where to find fine skiing on the back doorstep of New York City, Boston and Hartford.

**E6** New York and Pennsylvania: Lake Placid, Speculator, Old Forge, Bellayre, Whiteface and other fine spots from the Adirondacks to the Catskills and as far south as Ligonier, Pa.

### EQUIPMENT • CLOTHING • ACCESSORIES • SERVICES

**M1** Dartmouth Skis, Inc. offers you the largest illustrated catalog in the trade—28 pages, covering all types of equipment.

**M2** Anderson & Thompson, largest distributors in the West, offer their catalog of equipment and apparel, including a section on the care of your ski equipment.

**M3** Booklet provided by the Head Ski Co., describing the structure and performance of standard and master Head skis.

**M4** Four-page brochure on Sandler boots from kiddies' sizes to the finest imported racing model.

**M5** The Northland Ski Company offers a booklet on "How to Ski."

**M6** Get the facts on the new M-66 heel binding from E. Mercier's brochure.

**M7** All about the new line of Tyrol ski and after-ski boots in a pocket-size illustrated pamphlet.

**M8** Leaflet from B. H. Weiss Co. describes "Ankleons," the pump-up anklets.

**M9** The makers of Bass boots offer an illustrated folder on their ski and after-ski models.

**M10** The Holley Ski and Plastics Co., in an informative brochure, explains the principle of glass-powered skis.

**M11** Circulars illustrate design features of Goodman Skicraft's "Skimatic" and "Jet" toe and heel release-binding elements.

**M12** Leaflet and exhaustive text explain principles of non-wood ski design, factors such as twist resistance and damping, and the advantages of Attenhofer-Metallic skis.

**M13** Kneissl, Strolz and other top brands of

skis and boots are featured in Saska Ski Equipment Co. leaflets.

**M14** Leaflet explaining how to put a new bottom on an old ski, a faster bottom on a new ski, with Tey Tape.

**M15** The "Stowe Safety" binding with an entirely new release principle, is illustrated and described in this leaflet.

**M16** Art Bennett offers his catalog of quality equipment, including hard-to-find cross-country and jumping items.

**M17** Brochure explains how to mount U.S. Star bindings with longthongs or heel spring for ideal safety factor.

**M18** Liverpool Sports Center provides a 15-page booklet listing equipment and clothing in all price ranges.

**M19** Porath & Magneheim will have ready soon leaflets on Strasser boots and other outstanding new equipment items.

**M20** Illustrated Veteran's Sport Shop catalog features Rossignol skis.

**M21** Four-page brochure by Dale Boison Co. lists static and dynamic properties of the "Dynaglas" resin-bonded glass ski.

**M22** Herbert G. Schwarz offers illustrated circular on Eckel, Ideal, Noris, Rosskopf, Humatic lines in equipment and clothing.

**M23** Barrecrafters' illustrated circulars will help you select the ski racks and boot trees you want.

**C1** From caps to boots, Beonta Inc. describes a great variety of sportswear and accessories in the new 1955-56 catalog.

**C2** Carroll Reed offers a mail shopping service

with his catalog of skiwear, equipment and children's items.

**C3** Equipment and fashions popular at Stowe, Vt. are described in the Ski 'n Sport Shop brochure.

**C4** Banner Bros.' Pennant Ski Wear—pants and parkas for men, women and children—are featured in this brochure.

**C5** How Mar Sand ski trousers are economically tailored to fit—out of Mar Sand all-wool fabrics, or fabrics supplied by you.

**C6** Winsted Hosiery Co. offers 28-page illustrated catalog on fine sweaters and Winsted red, light wool ski underwear.

**C7** Ski fashion catalog by Irving of Montreal, outfitter for the Canadian national team.

**C8** Authentic lederhosen for all the family are shown in Alp Horn's brochure.

**C9** Pete Lane's new catalog announces some of the fashions that will set the style at Sun Valley this season.

**C10** Alex Taylor's of New York City offers a brochure on men's, women's and children's skiwear.

**C11** Mont Blanc Co., importers of European ski equipment, offers 36-page illustrated catalog to dealers only.

**X1** How to order ski club patches and other embroidered emblems and novelties available from Hartman, Inc.

**X2** Leaflet on the Spanish wine skin beverage container imported by Toro, an item for party fun and practical use.

**X3** All about the Bongo Board, the perfect pre-season conditioner.

**X4** Brochure advises on proper type of snowshoes for various terrain, describes Vermont Tubbs snowshoes and new "Kon-Trol" binding.

**X5** Beau Monde gives information about its attractive ski-scene Christmas cards, and how to order them.

**F1** Information is provided on free films available to ski clubs and other groups—films featuring both American and European ski areas.

**F2** Where and how to rent quality films, at nominal and reasonable fees, on various skiing subjects.

**F3** Literature on personal-appearance shows by the nation's top skinoviemakers.

**F4** Ski posters for decoration, available only to ski clubs, shops and lodges (give name of club or business with address on order blank).

**F5** List of technical literature on competition rules, patrol work and other aspects of organized skiing.

**F6** How to buy ski accident insurance by mail from the American Progressive Health Insurance Co. of New York.

**F7** Information on organized skiing and ski clubs in your area.

TEAR OR CUT OUT THIS ORDER BLANK AND MAIL IT TO:

Reader Service Department • SKI • Hanover, N. H.

Please send  
free literature

N per code numbers

circled at right

to:

NAME

ADDRESS

CITY

ZONE STATE

O1	O2	O3	O4	O5	O6	W1	W2
W3	W4	W5	W6	W7	W8	W9	W10
E1	E2	E3	E4	E5	E6	M1	M2
M3	M4	M5	M6	M7	M8	M9	M10
M11	M12	M13	M14	M15	M16	M17	M18
M19	M20	M21	M22	M23	C1	C2	C3
C4	C5	C6	C7	C8	C9	C10	C11
X1	X2	X3	X4	X5	F1	F2	F3
F4	F5	F6	F7				

# Again it's *Rieker*

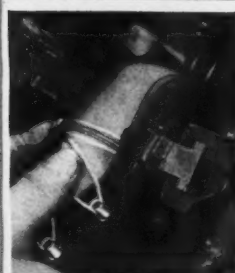
world's largest and oldest  
manufacturer of ski boots

**St. Anton \$39.50**  
Complete double boot,  
inner boot of high grade calf,  
foam rubber padded. Narrow  
sole, snug heel fit, racing hooks,  
sole protectors.

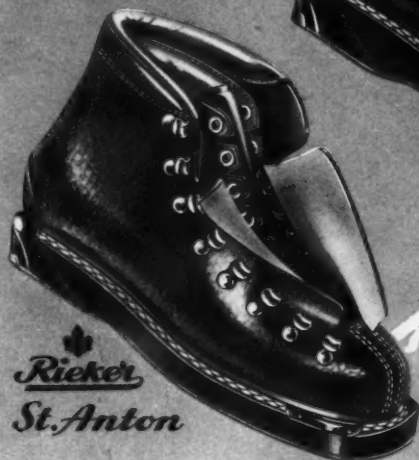


## *Rieker* Combi Racer

Combi Racer \$59.50  
This perfect boot within a  
boot consists of two sepa-  
rate shoes. The completely  
removable high inner boot  
is worn under the ski-pants  
and fits like a glove. Utmost  
support. Inner boot: Smooth  
calf, foam rubber padded.  
Outer boot: A high  
grade Rieker ski boot.



**Olympic \$19.95**  
Double lace construction,  
snug fitting narrow heel,  
foam rubber padding,  
wrap-around ankle strap.



## *Rieker* St. Anton



## *Rieker* Olympic



## *Rieker* Claudia

**Claudia \$15.95**  
Ladies' after ski boot of  
soft suede.  
Available in various  
colors. Lateral zipper,  
warm lining, crepe rubber  
sole.



**\$17.95**  
Locarno Men  
After ski boot of smooth  
black calf, warm lining, hook  
lacing. Double stitched.



## *Rieker* Locarno Men

The basic points such as combined tanned leather - reversed welt seam, double stitched - heavy soles - non-slip-rubber outer sole - are the same on all Rieker Ski Boots. The models are available in full and half sizes from 4-9 for ladies, from 7-13 for men.

Sole importer: Transcontinental Service Corporation, Hanover, N. H.  
Eastern Representative: Art Bennett, Hanover, N. H.  
Western Representative: O - U Wintersports Inc. 1123 Second Avenue, Seattle (Wash.)

# The BASS TEMPO '56



Style 1351

Background is Sugarloaf Mountain, Crockertown, Kingfield, Maine. Another well-known Maine "product", its ski slopes continue to grow in popularity.

*...a professional boot for all skiers  
...ideal for expert or novice*

## THE NATIONAL



Style 1341

● A rugged boot offering fine support and control

## THE SUGARLOAF



Style 1331

● An excellent all-purpose downhill and slalom boot

## BASS WEEJUNS\*



● The original indoor-outdoor leisure footwear. Its genuine moccasin construction gives unusual foot comfort.

\*T.M. Reg.

## "TRAIL'S END"



● For after-ski relaxing or loafing. Full shearling lined with Cush-N-Crepe Sole

**BASS SHOEMAKERS BUILD IN BETTER FIT,  
BETTER CONTROL AND MORE COMFORT.  
CHECK THESE BASS FEATURES...**

- 1 Complete Inner Boot — Foam Lined
- 2 Trim and Sturdy Outer Boot
- 3 Narrow Lightweight Soles, Snug-fit Heel
- 4 Toe and Heel Sole Protectors
- 5 V-cut Lace Row on Inner Boot for Unhindered Vorlage
- 6 Reinforced Pressure Points

## There's a Bass Boot for Every Skiing Purpose

Famous Bass Ski Boots are made with the knowledge of American foot comfort requirements that has been a trademark of Maine shoe craftsmen for generations.

Support Your National Ski Patrol

# Bass / SKI BOOTS

G. H. BASS & CO., 410 S. MAIN ST., WILTON, MAINE

► SEND FOR FREE DESCRIPTIVE FOLDER OF BASS SKI BOOTS



